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No. 17,188, 號八十五百一千七萬一第 日七十二月三年丑癸 HONGKONG, SATURDAY, MAY 8th, 1913. 大拜禮 號三月五年二國民華中 PRICE, \$3 PER MONTH.

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Hongkong, 29th April, 1908. [a1398]

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Hongkong, 11th March, 1913. [a16]

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Hongkong, 21st September, 1905. [a80]

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SMOKELESS POWDERS and CHILLED
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Hongkong, 17th April, 1913. [a59]

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7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " 10.00 " " 10 " "
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11.30 " 12.45 p.m. " 15 " "
12.45 p.m. " 1.15 " " 10 " "
1.15 " 1.45 " " 15 " "
1.45 " 2.15 " " 10 " "
2.15 " 3.00 " " 15 " "
3.00 " 3.10 " " 10 " "
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ALWAYS FRESH.

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No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.
Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material
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105 buildings, principally of brick and steel; 358 entrances. 13 buildings are private
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Custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Basin, 600 feet by 120 feet by 25 feet deep, adjoining the docks and warehouses. [a705]



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By Royal
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NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior Whisky
will be refused supplies. [a1004]

CHINESE GOVERNMENT
RAILWAYS.

TIENTSIN-PUKOW LINE.

NOTIFICATION No. 205.

SUMMER TIME TABLE.

NOTICE IS HEREBY GIVEN that commencing on MAY 1st, 1913, a SUMMER
SCHEDULE will come into force, when a DAILY THROUGH SERVICE
will be operated between TIENTSIN and PUKOW in addition to the present
EXPRESS THROUGH SERVICE between TIENTSIN and PUKOW (twice a week)
which remains unaltered as heretofore.

The DAILY THROUGH SERVICE will be run according to the following
Schedule:—

| DOWN | | | UP | | |
|------------------|------|-------|------------------|------|-------|
| Tientsin East | dep. | 9.40 | Pukow | dep. | 9.40 |
| Tientsin Central | arr. | 9.50 | Hsuehowsia | dep. | 19.40 |
| Tientsin Central | dep. | 10.20 | Tientsin East | arr. | 7.00 |
| Tientsin East | dep. | 10.30 | Tientsin Central | arr. | 15.35 |
| Hsuehowsia | dep. | 7.05 | Tientsin Central | dep. | 16.05 |
| Pukow | arr. | 16.41 | Tientsin East | arr. | 16.15 |

The Express Through Trains consist of Dining, Sleeping, 1st and 2nd class Cars
and of one 3rd class Car for passengers' servants.

The Daily Through Trains will consist of 1st, 2nd and 3rd class accommodation.

THE TRAFFIC MANAGER,

TIENTSIN-PUKOW LINE.

Tientsin, 21st April, 1913. [a37]

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A1, A.B.C. Western Union, and Engineering Codes used
Builders and Repairs of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Condensers, Steamers, Stone's Manganese Bronze
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AT NAGASAKI:—Telegraphic Address:—"DOCK," NAGASAKI

| | Length on Keel-Blocks | Breadth at Entrance on Bottom | Depth of Water on Keel-Blocks |
|-------|--------------------------|----------------------------------|----------------------------------|
| No. 1 | 510 ft. | 77 ft. | 26 ft. |
| No. 2 | 350 ft. | 53 ft. | 24 ft. |
| No. 3 | 714 ft. | 88 ft. | 34 ft. |

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
ready at short notice.

AT KOBE:—Telegraphic Address:—"WADADOCK," KOBE.

| | No. 1 7,000 Tons. | No. 2 12,000 Tons. |
|------------------------------|----------------------|-----------------------|
| Lifting Power | 450 Feet. | 550 Feet. |
| Max. Length of Ship taken in | 56 " | 66 " |
| " Breadth " " " | 22 " | 26 " |

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.

"The Floating Shovel, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION. [a519]

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FOR AGENCIES IN
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Large Airy Public Rooms.
Electric Lighting, Lifts and Fans.
Suites de Luxe.
Bedrooms with European Bath and
Lavatory attached.
Perfect Sanitation.
A LA CARTE GRILL ROOM.
[a26] J. H. TAGGART, Manager

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HOTEL.

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(Central Position for Tram and Ferry.)

Electric Lifts.
Electric Fans.
Hot and Cold Water.
Latest Improvements.
Reasonable Rates.
TELEPHONE No. 373.

H. HAYNES,

Manager.
Hongkong, 2nd August, 1912. [a53]

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QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE
HOTEL.
ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly
renovated, extensively enlarged, and is now
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Large and Airy Rooms, Hot, Cold, and Shower
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Large and Comfortable Lounges, Private and
Public Bars and Billiard Rooms, CUISINE
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SUPERVISION. Sanitary Arrangements of
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TELEGRAPHIC ADDRESS:—"COMFORT,"
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Hongkong, 1st September, 1910. [a36]

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Fifteen Minutes from Principal Landing
Stage. Moderate Thrift and Excellent Cuisine.
Roof Garden and Social Rooms, European
Banner meets Steamers.

P. O. FEUSTER,

Manager.
Hongkong, 1st January, 1913. [a45]

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STANDING in its own grounds, with Tennis
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Well Furnished Rooms, every home comfort
and Fine View of the Harbour.
Telephone, No. 690.
Apply to—Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a34]

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Telegraphic Address—"VICTORIA, SHAMKIN."
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Hongkong, 16th April, 1913. [a594]

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SCOTCH
WHISKY.

| | Per Case | Per 1 Doz. Bot. |
|---|----------|-----------------|
| A. THORNE'S BLEND | \$17.80 | \$1.50 |
| B. WATSON'S GLENORCHY, Chateau Mellow Blend | 18.25 | 1.55 |
| C. WATSON'S ABERLOVE, GLENLIVET (Post Whisky) | 19.50 | 1.65 |
| THORNE'S OLD VAT, No. 4, as supplied to the House of Commons | 21.00 | 1.80 |
| E. WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY | 22.50 | 1.90 |
| "KILTY" LIQUEUR WHISKY, Great Age, Very Fine | 38.00 | 3.25 |
| V.R.O. WHISKY | 24.00 | 1.85 |
| THORNE'S BLACK SQUARE | 23.50 | 2.10 |
| WATSON'S O.B.G. | 23.50 | 2.00 |

OTHER WELL-KNOWN BRANDS SUPPLIED TO ORDER.

Our Celebrated Very old Liqueur Scotch Whisky is a blend of the best Pot Distilled Scotch Whiskies. It is of great age, very fine, and mellow. Its superior quality has established its reputation as THE LEADING SCOTCH WHISKY IN THE EAST.

A. S. WATSON & CO.
LIMITED.

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ONLY communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
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P.O. Box, 31. Telephone No. 18.

HONGKONG OFFICE: 10A, DES VUEX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 3rd, 1913.

PRESIDENT WILSON apparently is not meeting with the same success as his predecessor did in mitigating the friction existing between Japan and the State of California. The trouble, which became acute through the re-introduction of measures in the State Legislature hostile especially to Asiatic settlers, remains as acute as ever, and Mr. BRYAN's mission to California is described as a failure. The Japanese are settled in large numbers in California and own a large extent of land, which they have acquired under the liberal land-laws hitherto in force in the State. Under the new legislative proposals they will be deprived of their land, since they cannot take advantage of the provision by which aliens will be allowed to retain possession of their land on taking out their first naturalisation papers. The question of the right of Japanese to naturalisation has never been satisfactorily settled. The law provides that only the white and black races can become naturalised citizens of the United States, the yellow race being thus excluded, but it is nevertheless true that there have been cases of Japanese being admitted to citizenship, while in other cases this has been refused. There is thus a difference of opinion as to the right of Japanese to naturalisation, and as a result no Japanese can be certain whether his application will be granted or refused. The matter is further complicated by the division of authority. The Federal authorities have full power over the naturalisation laws, while the individual States have the right

to enact what land laws they please. The California land Bills are directed against all aliens without distinction of race and are therefore claimed as being entirely impartial and in consonance with the treaties with foreign Powers. This would undoubtedly be so if the aliens against whom the legislation is directed all stood in the same position of equality in other directions. This they do not, however, the Japanese and the Chinese and the yellow races generally being handicapped by denial of the right of naturalisation. The Bills are thus indirectly discriminatory, but in such a way that it is extremely difficult to find a ground for any diplomatic protest. There is very little doubt that the Bills are directed against the Japanese, whose progress in the State has been looked upon with a good deal of jealousy, but, of course, they affect other aliens, more especially the foreign corporations, which have invested money in real estate, of which they now find themselves liable to be deprived. In fact, in view of the large amount of foreign capital invested in the State, considerable opposition has been raised to the proposals by a section of the Californians themselves, who regard the supposed benefits arising from the exclusion of the Japanese hardly sufficient to compensate them for the exclusion of the wealth of European settlers. At the same time it has to be admitted that there is nothing out of the ordinary in the Californian legislation. Other States of the Union have enacted similar land-laws against aliens, and for the last ten years similar legislation has obtained in the Territories. This legislation has not raised any protest, presumably because the interests at stake were very small, but the fact that no protest was made in those cases makes it all the more difficult for the Japanese to find any base of attack in the present case. It has been argued that as Japan is still withholding the right of land-ownership from aliens, she has no claim to demand the right in other countries for her nationals. The withdrawal of a right on short notice under provisions which leave no recourse is a different thing, however, from the withholding of a right, and, moreover, it would obviously be unfair that Japan should be asked to grant all American citizens the right of land-ownership without receiving a similar right in return for her nationals. Under present circumstances the Federal Government is not in a position to grant this right, the power being in the hands of the individual States, who are not likely to hand over their privilege to the Central Government. The other alternative is for Japan to enter into arrangement with the individual States, but this is an impossibility, as they have no power to form agreements with foreign Powers. It is doubtful even whether in granting rights of land-ownership to nationals of countries which give the same right to Japanese, Japan could legally make any distinction between the citizens of the different States in the American Union. The position of Japan is thus a very difficult one, and much sympathy must be expressed for her nationals in California, who are likely to prove the victims of an acute attack of racial prejudice.

One case of plague in the Colony was notified yesterday.

The annual dinner of the Hongkong Football Club was held at the Hongkong Hotel last night.

A telegram from Berlin states that the Deutsch-Asiatische Bank is paying a dividend of five per cent. for the past year.

There was a very fair attendance at the Theatre last night when Edison's wonderful invention, the Kinetophone, was again exhibited.

The Orchestral Concert under the auspices of the Catholic Union, which had been advertised for to-night, is postponed to next Saturday, the 10th inst.

The annual Cricket Club promenade concert is to be held on the Cricket Ground on the 17th of this month, in aid of the debenture funds. Mr. Geo. Grimbly is getting up the programme, and a very strong combination of talent has been promised.

A telephone service has been recently installed on the Canton steamers of the Hongkong, Canton and Macao Steamboat Co. This is a convenience which will be appreciated by passengers. The call numbers for day and night steamers will be found in the Company's advertisement.

A Washington telegram to a Manila contemporary states that there is still much speculation as to who will be the next Governor General of the Philippines. Now that Joseph Edward Davies of Wisconsin has refused the offer of the appointment, the names of W. Morgan Shuster and Perry Belmont, a lawyer of New York, are mentioned.

THE ANGLO-AMERICAN PLAYERS.

The management of the Anglo-American Players writes:—

The lure of laughter, that great theatrical magnet which seldom fails to attract crowded houses, will be exerting itself to the utmost next Tuesday night at the Theatre Royal, for the Anglo-American Players have chosen as their opening bill one of the greatest farce-comedies ever written. "Mrs. Temple's Telegram" has never been seen in Hongkong, yet it is probable that this famous farce is known around the world. Written by an American with the scenes laid in London, the play has achieved great success both in England and the States.

From the very start of the play until the drop of the curtain the many characters tangle themselves up in such ridiculous situations and complications that the audience is kept in a gale of laughter during the entire play. For pure, downright enjoyment, "Mrs. Temple's Telegram" has few equals on the stage to-day. Miss Roberts will be seen in her original rôle of Mrs. Temple.

THE HONGKONG RIFLE LEAGUE.

SEASON 1912-1913.

Following are the scores in the Rifle League shooting contest:—

| | H.M.S. Hampshire | H.M.S. Minotaur | R.N. Dockyard | Taikoo Rifle Club | Hongkong Police | Volunteers | Reserve Association |
|------------------------------------|------------------|-----------------|---------------|-------------------|-----------------|------------|---------------------|
| H.M.S. Hampshire | 712 | 653 | 715 | 959 | 712 | 716 | |
| H.M.S. Minotaur | 644 | 687 | 685 | 659 | 633 | 633 | |
| R.N. Dockyard | 639 | 674 | 708 | 684 | 646 | | |
| Taikoo Rifle Club | 636 | 629 | 659 | 634 | 656 | 636 | |
| Hongkong Police | 607 | 629 | 578 | 609 | 615 | | |
| H.K. Volunteer Corps | 623 | 648 | 677 | 583 | 631 | 648 | |
| Volunteer Reserve Association | 606 | 623 | 599 | 606 | 609 | 623 | |
| W. means won; L. means lost. | | | | | | | |
| * Winner of Shield Season 1912-13. | | | | | | | |

THE MAGISTRACY.

A Chinese was yesterday fined \$15 for allowing people to occupy premises without a permit from the Building Authority.

Captain Oltmanns, master of the s.s. *Wong Kai*, was charged before Mr. Melbourne yesterday with clearing from the harbour on a voyage of more than seven days' duration, namely, to Bangkok, conveying 24 Chinese emigrants without a licence. Defendant pleaded not guilty, and the case was adjourned until Saturday.

Three Chinese appeared before Mr. Hazeland yesterday charged with the theft of a quantity of marine glue and oakum from the Hongkong and Whampoa Dock Company at Hungshom on the 19th ult. The first defendant was sentenced to two months' imprisonment, and to be exposed in the stocks for four hours, the second was discharged, and the third was bound over.

P.C. Swann, who arrested a Chinaman for gambling in West Point, found he had caught a Tartar. The gambler kicked him and butted him and tried to get away, but the constable held on to his man until police assistance arrived. The man appeared before Mr. Hazeland yesterday and was sentenced to one month's imprisonment with hard labour and four hours' stocks.

The case in which a Chinese clerk employed in a solicitor's office was charged with assaulting a loking while on duty at the Portuguese children's sports at Causeway Bay on Saturday last came on for hearing yesterday before Mr. Melbourne. It was alleged by the prosecution that the loking was entrusted with the duty of keeping the sports area clear and when defendant did not get out of the way he pushed him. The latter thereupon struck the loking. Independent evidence was given, and his Worship imposed a fine of \$10.

A POLITICAL CONFERENCE AT PEKING.

A Conference of the four *tangs* was held to discuss the following items:—1. They all agreed that before the election of the President the National Constitution should first be settled. 2. Three *tangs* maintained that the President should have the powers to dissolve the *Chung Yi* Yuan, but the Kuomintang suggested that should such power be given to the President it should be qualified by adding the following clause:—"That no dissolution should be effected without first obtaining the approval of the *Tan Yi Yuan*" (Senate). 2. The Kuomintang demanded that there should be a party Cabinet, and that the Cabinet Ministers should be selected from among the members of the National Assembly, and not from outside. The other three parties maintained that the Cabinet should be a non-party one. The fourth item in the programme was not discussed when the meeting was closed.—*Peking Daily News*.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN WAR.

A SIGNIFICANT MEETING OF THE AUSTRIAN COUNCIL.

A message from Vienna says that the Emperor of Austria convened an extraordinary meeting of the Imperial Council to-day (Friday). The Austrian and Hungarian Premiers attended, in addition to the joint Ministers.

The Emperor gave an audience to Count Borchholdt, the War Minister, on Thursday, lasting for three hours.

The foregoing is regarded as indicating that Austria is preparing to take military measures, which she will probably undertake with Italy, but the newspapers express relief at the adjournment of the Ambassadors' Conference in London, being of opinion that it evidences a more conciliatory attitude on the part of Montenegro.

THE AMBASSADORS CONFERENCE.

The Ambassadors had a two and a half hours' Conference on Thursday. It is understood that they discussed the communication from Montenegro expressing readiness to evacuate Skutari if she obtains compensation elsewhere. The Austrian view is that evacuation must be unconditional and immediate. The other Powers are considerably less obdurate. It is not known yet whether any means have been found for reconciling contrary views and avoiding a rupture of the Conference.

Reuter learns that the fears of the breakdown of the Conference have not been realised. The Conference assembled again on Monday, the Ambassadors in the meantime informing their Governments of the decisions reached on Thursday.

After Thursday's Conference the Austrian Ambassador remained conferring with Sir Edward Grey for some time.

A BLUNT RUSSIAN NOTE TO MONTENEGRO.

A message from Skutari states that Russia on Wednesday evening renewed her demand for the evacuation of Skutari in the bluntest terms, intimating that Montenegro was courting ruin. The communication has created great bitterness in the capital.

THE SERVANS AND DURAZZO.

A telegram from Corfu states that Essad Pasha asked the Servians to hand over the town of Durazzo to him, but the Servians refused until they had completely evacuated the place.

THE PEACE DELEGATES.

Owing to representations made by the Balkan States it appears practically decided that the Peace Delegates shall reassemble in London, when the Powers will submit their draft of preliminaries for signature. It is anticipated that this plan will avoid protracted discussions.

DEFENDING THE EMPIRE.

LONDON, May 2nd.

A message from Ottawa states that the New Zealand Minister of Defence, Mr. J. Allen, was a guest at a luncheon given by the Empire Parliamentary Association.

The Speaker of the Canadian House of Commons presided, and Mr. Borden, Sir Wilfrid Laurier, and other Ministers were present.

Mr. Allen spoke on the defence of the Empire, and said he looked forward to an organisation in which all parts of the Empire would have a practical voice. New Zealanders looked to Canada to give the lead.

THE DUCHESS OF CONNAUGHT.

LONDON, May 2nd.

The Duchess of Connaught is slightly improved.

LATER.

The slight improvement in the condition of H. R. H. the Duchess of Connaught was maintained last evening.

BRITISH ORDERS FOR AIRSHIPS.

LONDON, May 2nd.

The *Daily Telegraph* states that the Admiralty have placed provisional orders with Messrs. Vickers, Sons & Maxim for five airships.

P. & O. INTERIM DIVIDEND.

LONDON, May 2nd.

The P. & O. Company has declared an interim dividend of seven per cent. on deferred shares.

ANOTHER PARLIAMENTARY VACANCY.

LONDON, May 2nd.

Mr. J. R. Keby-Fletcher, Unionist M.P. for Altrincham, has resigned owing to ill-health.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

AMERICA RECOGNISES THE CHINESE REPUBLIC.

PEKING, May 2nd.

The United States recognises the Chinese Republic to-day.

THE MURDER OF MR. SUNG.

PRESIDENT YUAN EXPLAINS THE LETTERS AND TELEGRAMS.

PEKING, May 2nd.

President Yuan Shih-kai, in a circular to the Provincial Governors, explains the letters and telegrams produced at the Shanghai murder trial, (which it has been alleged implicate himself in the murder), and shows that the alleged instigator of the crime was engaged in collecting evidence against Mr. Sung in connection with the forging of bank notes in Japan.

THE U.S. TARIFF.

THE SUGAR SCHEDULE PASSED.

LONDON, May 2nd.

The House of Representatives at Washington has passed the Sugar schedule of the Tariff Bill unaltered.

In the debate in the Senate on the Sugar Schedule representatives of the Opposition, headed by North Pacific Congressmen, made much of the Oriental Labour troubles along the coast, citing the present anti-Japanese agitation at Sacramento, and accused the Democrats of trying to help the Japanese to enter California.

One of the Democrat representatives, Mr. Broseaux, of Louisiana, argued that free sugar would drive the American industry and labour from Hawaii, and leave the Japanese outposts a thousand miles nearer the United States than they were now.

A letter from the Bishop of Honolulu was read to the Senate, predicting that free sugar would drive out nine-tenths of the white population of Hawaii, and leave the Islands in the hands of the Japanese.

AMERICA'S TREATY OBLIGATIONS.

PROTEST BY NEW YORK CHAMBER OF COMMERCE.

LONDON, May 2nd.

The New York Chamber of Commerce has passed a resolution protesting against action by any State in the Union tending to dishonour the United States by impairing the Treaty obligations with a foreign State, to which they were bound by ties of amity.

BRITISH PARLIAMENTARY PROGRAMME.

LONDON, May 2nd.

In the House of Commons on Thursday Mr. Lloyd George announced that the Home Rule, Welsh Disestablishment, and Scotch Temperance Bills would be introduced again next week. The second reading of the Home Rule Bill would be taken on the 3rd June.

BRITISH PLURAL VOTING BILL.

LONDON, May 2nd.

The House of Commons has agreed to the second reading of the Plural Voting Bill by a majority of 314 to 227.

THE IMPERIAL WIRELESS CHAIN.

LONDON, May 2nd.

The Technical Committee appointed to examine the different wireless systems for the Imperial wireless chain reports that the Marconi method is the only one at present practicable for it, but it was not essential that the Marconi Company should carry out the whole of the work. In view of the rapid development of wireless telegraphy it was not desirable that the Post Office should be pledged to continue the use of any system.

THE SUFFRAGETTES.

LONDON, May 2nd.

Miss Annie Kenny was arrested on arriving at Dover from France and was remanded.

Suffragettes burned a boathouse at Hampton Court and a coach house and stables at Hendon.

FRENCH ENGAGEMENT IN MOROCCO.

LONDON, May 2nd.

The French, under the command of a Colonel, lost 18 killed and 14 wounded in a battle with the partisans of the Pretender Elhiba, near Ainjerga, Morocco.

SHIPPING NOTES.

The *Kaikoku Koro*, a shipping monthly, edited and published by Capt. K. Matsuo, ex-Director of the Marine Office, Dairen, in its April number contains the following comment upon the vessels registered in the Kwantung Leased Territory:

The s.s. *Hezawa* and *Mazagon*, recently purchased by the South Manchuria S.S. Co., Dairen, and rechristened the *Yasu-kuni Maru* and *Teitoku Maru* respectively, are due at Dairen early this month from Kobe, in order to be registered at Dairen.

Messrs. Tatsuma Company, of Dairen, owners of the s.s. *Senji Maru* (formerly the *Powhatan*), have purchased from the Adam S.S. Co. the s.s. *Abergeldie*, 3,777 tons gross, and have renamed her the *Gishun Maru*. She will be delivered to the new owners at Kobe this month. She was built in 1898 by the Sunderland Shipbuilding Co. to the fulfilment of Lloyd's highest requirements.

According to a Tokyo newspaper, the Russian Government will undertake from the present fiscal year an extension of the harbour limits of Vladivostok, together with the construction of an additional wharf and three pontoons, on a three-year programme, at an estimated outlay of Roubles 7,000,000, of which Roubles 1,600,000 will be invested in the current year. There are now six wharves and pontoons in that port. The wharves combined are capable of berthing at the same time fourteen vessels and of handling altogether 37,000,000 puds (618,867 tons) of goods per annum. The volume of trade of the port is, however, markedly growing year after year, having increased by 48,120,000 puds of goods during the past five years. Under such conditions, the present harbour arrangements can hardly cope with the situation. When the whole work is done, it will be possible to berth alongside the wharves over forty vessels.

"Since the Regulations concerning the Registration of Vessels in the Kwantung Leased Territory came into force in 1911, altogether over 20 vessels, having a gross tonnage of about 500,000 tons, have so far been registered. This rapid increase is chiefly due to the exceptional treatment accorded to vessels registered in the Kwantung Leased Territory in their exemption from import duty. This raised an outcry from shipowners at home, and as a result vessels registered at Dairen, either in the existing or the ocean-going service, having the port of Dairen for the base of operations, are obliged to be treated in Japan as foreign vessels. This, however, is not conducive to the healthy development of the shipping trade of Japan with the Kwantung Leased Territory. Such a state of things should not be allowed to stand unremedied. It will be an eye-opener to many to learn that the cost of three vessels imported into Japan corresponds to four imported into Manchuria."

"A DELIBERATE INSULT TO JAPANESE PRESTIGE."

AN INCIDENT AT CHANGCHUN.

We take from the *Manchuria Daily News*, a Japanese paper published at Dairen, the following extract from an account of the intimidation of a Japanese policeman by Chinese soldiers, acting under the orders of Capt. Wu, commanding a battalion of the Mixed Brigade, and Chief of Police Liu:

When the Japanese policeman refused to deliver the Chinese detective in the service of the Japanese police to the men of the Chinese secret service, Capt. Wu appeared on the scene with 60 men of the machine-gun corps and surrounded the Japanese police box.

The Chinese loudly threatened to fire unless the refugee was surrendered to them at once. In the meantime, Prefect Te and Chief of Police Liu also made their appearance, and demanded the refugee to be handed over to the Chinese. At this juncture, Capt. Wu ceased to hand him loaded, and his men levelled their guns at the police box and the Branch Office of the Yokohama Specie Bank. Hundreds of Chinese, curious and boisterous, quickly gathered on the scene and shouted excitedly, "Kill the Japanese cop!" Nothing daunted, but preferring to head off the impending disaster, the Japanese policeman delivered the refugee with the reservation that he be restored to Japanese custody when a demand is made officially by the Japanese police.

The circumstances were highly exasperating, and Japanese Consul Kibo did not wait for the return of Administrative Inspector Meng from Kirin, but filed a protest with Prefect Te.

Later advice says that, in reply to the demand of the Japanese police for the surrender of the Chinese prisoner, the Chinese authorities promised to hand him over forthwith as there was no further occasion for detaining him. It comes to us as a great surprise that, in the face of this promise given, the prisoner was shot on Friday under the telegraphic orders of Gov. Chen, of Kirin.

Should the above reports be true, the bad faith of the Chinese authorities calls for a satisfactory explanation from them, and, furthermore, if the unfortunate Chinese prisoner who was executed was really in the service of the Japanese police, the whole proceedings taken by the Chinese authorities were a deliberate insult to the Japanese prestige, for which full reparation must be exacted.

SUPREME COURT.

Friday, May 2nd.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (HIS HONOUR
SIR WM. REES DAVIES, K.C.).ACTION AGAINST THE HONGKONG AND
SHANGHAI BANK.

The hearing of the action brought by Lau E. Sam, a trader, of Des Vaux Road Central, against the Hongkong and Shanghai Banking Corporation was continued. The action arises out of the disappearance of the former comrade of the Bank, the plaintiff being the second mortgagee of a mortgage which was assigned to the defendants as part of the security for the due fulfilment of the duties, obligations and responsibilities of the comrade to the Bank. Plaintiff asks that the indenture of a charge and mortgage, dated the 28th of June, 1910, whereby certain leasehold property known and registered in the Land Office as Inland Lots Nos. 655 and 656 was assigned to the defendants by way of mortgage be declared *ultra vires* the defendants in so far as it purports to create for such purposes the mortgage of and charge on the said leasehold property. Plaintiff also asks for a declaration that any sale and assignment of the said Inland Lots is *ultra vires* the defendants and is void.

Mr. F. C. Jenkin (instructed by Mr. C. E. H. Beavis, of Messrs. Wilkinson & Grist) appeared for the plaintiff, and Mr. H. E. Sharp, K.C., and Mr. M. W. Slade, K.C. (instructed by Mr. H. J. Golgo, of Messrs. Johnson, Stokes & Master) represented the defendant Bank.

Mr. Slade referred at the outset to the question of notice of mortgage in the pleadings, and said his friend had contended on the previous day that the defendants were aware of the notice of mortgage before the defalcations. There was no statement on the face of the statement of claim to that effect, and the only suggestion was that they were aware of the mortgage prior to the application of the proceeds. He admitted that they were aware of the mortgage before the proceeds were handed over. There were no specific dates given at all. It seemed to him that the only specific time during that period to which they drew attention was some time before the application of the proceeds of the sale. He had no desire to prevent this point being argued. It was open to his friend to allege the date upon which they said the defendants had notice, and to prove it.

His Lordship—It seems to me that the date of notice and the date of mortgage are two distinct times.

Mr. Jenkin agreed.

His Lordship—I understand as a matter of fact that the defalcations occurred since the date of the mortgage.

Mr. Slade—Before notice and since the date of mortgage. There is no admission on the face of the pleadings that there was a notice of any definite date, except "prior to the sale."

Mr. Jenkin said that this point was of such importance that it either meant, in his opinion, that the Bank lost their case entirely if what he said was right; or, on the other hand, if what the defendants said was right it meant that the plaintiff undeniably lost the case. If the pleadings did not mean what he (Counsel) said they meant, then it was a waste of time to argue. His friend had said it was a trap.

Mr. Slade—I did not mean it personally at all, but I was certainly misled.

His Lordship—Sufficient unto the day is the evil thereof. (Laughter.)

Mr. Jenkin—I intend to show from the pleadings that no plea could be made.

Mr. Jenkin said there was no point in these pleadings at all, because it was admitted that all the defalcations arose on or prior to the 30th September, 1912, which was days before the notice was given. In point of fact the defalcations, dated as far back as they alleged in their statement of claim, to the 10th January, 1912.

Mr. Sharp suggested that the particular paragraph in the statement of defence should be amended. He said the plaintiff must stand upon a definite date, and it was perfectly clear that there was no definite date in the statement of claim.

Mr. Jenkin was prepared to accept amendment conditionally on his being given costs for the amendment, which was a substantial one and would take away one of his main points.

His Lordship allowed the amendment, and said that the question of costs could be argued hereafter if occasion arose.

Mr. Sharp, in his statement for the defence, said the particular property now in question formed part of the security of Lau Pun Chiu, the absent comrade. The purpose of the security was to guarantee the comrade and his Chinese staff, securing them in the performance of the agreement and to secure against any loss by reason of their default. Counsel quoted extensively from the agreement, and said it was quite clear that all defalcations were covered by it.

Mr. Jenkin agreed, but said that a defalcation by a member of the comrade's Chinese staff was of no use to his friend. It must be a defalcation in some duty which the comrade had to perform under this agreement. If he was performing a duty which was provided for in the agreement, then he would be liable.

Mr. Sharp referred to the second mortgage, dated the 2nd November, 1912, which the plaintiff now claimed gave him the right to override the Bank's claim. It was recited that this mortgage was made subject to the Bank's prior mortgage, made for the purpose of securing the comrade, and it showed that the plaintiff was aware of the defendant's mortgage and the purposes of that mortgage.

His Lordship expressed his surprise at the comparatively small cash security (\$89,500) placed with the Bank by the comrade, and Mr. Sharp explained that that was all the cash that it was convenient for him at the time to provide, but there were sureties who made the amount in cash up to \$160,000. The full security to be put up was \$333,000, to be paid within six months.

In the course of subsequent argument, Mr. Sharp observed that this case was of the greatest importance, because a decision that these mortgages were *ultra vires* the Ordinance would affect the title to more land in Hongkong than he was in a position to tell his Lordship, because, as his Lordship well knew, a great deal of property in land in the Colony had at various times been mortgaged to the Hongkong and Shanghai Bank.

Mr. Jenkin queried whether that had anything to do with the present action.

His Lordship—It is a little caveat. I suppose. (Laughter.)

The hearing was adjourned to Monday.

MORE RATING APPEALS BY THE
GOVERNMENT.

INCORRECT RETURNS TO THE ASSESSOR.

At the Summary Court yesterday, before the Puiene Judge (Mr. J. H. Kemp), Mr. P. M. Hodgson (Crown Solicitor) appeared for the Colonial Treasurer and Collector of Taxes to appeal under Sections 16 and 17 of the Rating Ordinance, 1901, against the valuation of "Quarndorn," Rural Building Lot, No. 112, the Peak, No. 2, Hill District, whereby the rateable value of the said tenement is assessed at \$2,100, on the ground that the said tenement is valued below its rateable value, the said tenement being now let for a term of three years, from the 1st May, 1911, at \$225 per month, with the option of two years further at the same rental, the tenant paying the rates. The owner is Mr. Alfred Bryer and the tenants are the Russo-Asiatic Bank.

Mr. R. F. C. Master represented the occupier of the house; the respondent, Mr. David Wood, assessor of rates, appeared in person.

Mr. Hodgson said notice of the appeal had been served upon the respondent and upon the occupier within the time necessary to serve these documents under the Ordinance. The present rateable value was assessed upon a monthly rental of \$175, exclusive of taxes, which brought the rateable value up to \$2,100. That was based upon the return made by the owner of the house, the rental having been stated as \$175, exclusive of taxes. He (the Crown Solicitor) was seeking to upset that valuation on the ground stated in the notice of appeal. His friend, Mr. Master, appeared for the occupier, and he thought he would admit the lease, and thus save him the trouble of proving it.

Mr. Master—I simply appear to admit the lease, the rate receipts, and the notice which has been served on the occupier. That is as far as I am interested in the proceedings.

Mr. Hodgson—Subject to the view of the respondent, I shall merely ask your Lordship to allow the appeal on those grounds.

The respondent, Mr. David Wood, said he had no objection; the house should be assessed, in his opinion, at \$2,700, the rental being \$225 a month, exclusive of taxes.

His Honour accordingly allowed the appeal, the Colonial Treasurer to be directed to amend the assessment to \$2,700.

A CASE WITHDRAWN.

There was a similar appeal in regard to "Tandergoe," No. 119b, the Peak, Hill District, (owned by Mr. A. Bryer and occupied by Mr. C. A. Tomes) the value of the tenement being assessed at \$2,100, and is now let at \$300 per month, the tenant paying the rates.

Mr. Hodgson intimated that he did not intend to proceed with this notice of appeal at present. He would be out of time at Court if he did not proceed with the matter to be withdrawn, with his Lordship's permission, with a view to taking further steps later on, if he were so instructed.

The appeal was withdrawn.

LAWN TENNIS TOURNAMENT.

H. Hancock and A. N. Joseland have arranged to play in the singles championship competition, the winner to meet the holder, H. A. Nisbet.

THE CHINESE DRAMA.

[BY DR. LIONEL GILES.]

It seems probable that the drama in China, like that of Greece, had its origin in the sacrificial ceremonies of religion. We know that in the time of Confucius, 500 B.C., it was customary for solemn dances to be performed in the ancestral temples, at which feathered wands, battle-axes and other objects were brandished in unison by the dancers. We also hear of pantomimic displays and representations of ancient historical events, divided into a number of scenes. Certain ceremonies for the expulsion of evil spirits, in which a house to house visitation was made by villagers dressed in fantastic garb, may also have some connection with the beginnings of dramatic art. Others are inclined to derive the drama from the puppet shows, which from time immemorial have been a feature of the life of the people, and they point to the fact that in many parts of China, a theatrical performance is still preceded by a display of marionettes. However that may be, it is certain that for the immense period of 1,200 years after the time of Confucius no great development of the drama can have taken place, if indeed it can be said to have existed at all. No record of anything in the nature of a modern stage-play can be traced until the reign of the Emperor Ming Huang of the Tang dynasty, in the first half of the 8th century A.D. Being exceptionally fond of song and dance, this emperor is said to have founded a sort of academy, known as the "Pear-tree Garden," where a company of 300 persons was personally trained by him for the production of what, for want of a better name, may be described as operas. Music must have constituted the basis of these performances, but it seems that the slender thread of a story was also introduced between the choral songs; and to this day, actors in China are often called "Apprentices of the Pear-tree Garden."

During another long interval of 500 years there is no evidence that theatricals spread further than the Imperial Court, or became part of the recognised amusements of the people. It was not until the close of the Sung dynasty, in the middle of the 13th century, that the dramatic instincts of the Chinese were really awakened. The impulse seems to have come from without, for it is precisely in the period when the all-conquering Mongols were engaged in adding the Celestial Empire to their vast domains that Chinese dramatic literature begins. The earliest stage-play that has come down to us, "The Story of the Western Pavilion," is also one of the most exquisite from a literary point of view, though more lyrical in character and less vigorous in action than many that were to follow.

A marvellous creative period now set in, almost comparable in fertility of genius to our own Elizabethan era. The names are recorded of no fewer than 664 plays and of 85 playwrights who lived under this dynasty, and a collection of the hundred best pieces has been preserved to form the classical repertory, so to speak, of the Chinese Theatre. Of these, one of the most famous is entitled "The Orphan of the House of Chao," a thrilling drama, based on historical fact, in which cruelty and craft are met by fidelity and self-sacrifice, with poetic justice in the end. When the Mongol line was replaced by the native Chinese dynasty known as the Ming, the great outburst of dramatic activity had already begun to wane, and the succeeding period was comparatively poor in works of outstanding literary merit, a brilliant exception is "The Story of the Guitar," a play of moral depth and beauty but somewhat exaggerated pathos, which was performed for the first time in 1404.

THE MODERN STAGE PLAY.

Modern Chinese plays still follow, in external construction at any rate, the model of the dramas produced under the Mongols. They are usually divided into four acts, with or without a prologue, and are accompanied throughout by an orchestra consisting of gongs, drums and cymbals, besides string and wind instruments. The words are delivered in a high-pitched recitative, varied by bouts of chanting in passages where special stress is required for the heightening of emotion or the utterance of moral reflections. There is, as a rule, one particular character who breaks at intervals into song and fulfils in some degree the function of a chorus. Few Chinese plays last much over 45 minutes, the average length being about 45 minutes, part of which may be taken up with "gag." It should be remembered, however, that the acting version is considerably shorter than the printed work as it would appear in a book. It is the rule for a number of plays to be performed continuously. A clasp of cymbals announces the conclusion of each, but there is no other interval. This accounts for the wide-spread notion that Chinese plays are ridiculously long, the contrary being nearer to the truth. There is no sharp distinction such as we are accustomed to draw between comedies and tragedies, the latter genus, in the strict sense of the word, hardly existing at all.

Plays are roughly classified as *Civil* and *Military*. Military plays are chiefly based on episodes drawn from the

inexhaustible mine of Chinese history, and deal with the heroism or villainy of Emperors, celebrated generals and other famous historical personages. A great deal of fighting takes place on the stage, accompanied by all manner of gymnastic and acrobatic feats. Civil plays comprise all the events of everyday life, and range from domestic drama and the comedy of manners and intrigue to farces and burlesques of the noisiest, and frequently of the most obscene, description. Falling somewhat outside these two main classes are the quasi-religious plays dealing with exhibitions of Taoist magic, or the very popular variety of comedy in which priests, both Buddhist and Taoist, are held up to ridicule. Chinese actors are almost exclusively natives of Peking, and it follows that the language they speak is only intelligible in those parts of China where some form of the Mandarin dialect prevails. In many of the southern and south-eastern provinces the audience have to rely largely on their quick comprehension of gesture and facial expression. The historical plays, moreover, are performed in a language more concise and elevated in style than the common vernacular, and could not be easily followed but for the fact that every Chinese audience is perfectly familiar with the outline, at least, of the stories enacted.

ACTORS.

A full Chinese theatrical company is made up of 55 persons. The various rôles are classified and kept distinct, each actor being expected to play only one particular class of character. The principal classes are—(1) *Sheng*, including the parts both of hero and walking gentlemen; (2) *Ching*, the bold and unscrupulous villain; (3) *Tan*, the female parts, respectable and otherwise; (4) *Chou*, the clown, a woman took part in theatricals throughout the Mongol and Ming dynasties, and a step was only put to the practice as late as the 18th century under the reign of the Emperor Chien Lung, whose mother had herself been an actress. Of recent years the ban has been removed, and an increasing number of women are again performing on the public stage. Chinese actors are notoriously among the finest in the world, those who take female parts showing particular skill and likewise commanding the highest salaries. Gorgeous dresses are worn, and the make-up, if not always realistic, is strikingly effective. The actor's life is often wretched in the extreme. Bought or hired from poverty-stricken parents at an early age, he is subjected to a very rigorous course of both histrionic and acrobatic training. In addition, he has to memorize between a hundred and two hundred parts, so as to be able to appear in them at a moment's notice, without rehearsal or prompter. In spite of his comparatively high intellectual standard, he is, nevertheless, regarded as a social outcast, and all his descendants, to the third generation, are debarred from competing in the public examinations.

THEATRES.

Permanent theatres, in the proper sense of the word, are to be found only in Peking and Canton and some of the larger treaty ports. Even in these the accommodation is very simple. There is a pit furnished with benches and a table in front of each, and a balcony divided into a number of separate boxes. The stage, which is built out into the auditorium so as to be commanded on three sides, must on no account face west, this being the inauspicious quarter controlled by the White Tiger. (It may be noted, as a reassuring circumstance, that the stage of the Duke of York's Theatre faces east.) There is no scenery, no curtain, and but few accessories. Two doors at the back serve, one for entrance, the other for exit. The theatre, except where customs have been modified by foreign influence, is free to all, but it is understood that every visitor will pay for some refreshment.

OPEN-AIR PERFORMANCES.

Open-air performances, however, are the rule throughout the country at large. On the occasion of some rich man's birthday, a troupe of players will be engaged by him for the amusement of the people, or on the festival of some local god a performance may be arranged and paid for by public subscription. A large stage, constructed of bamboo poles, planks and matting, will be put up in any convenient place that may offer, either under a spreading tree, or in the middle of the street opposite the house of the man who pays for the show, or frequently in the courtyard of a temple, so that the image of the god himself may witness the performance, in which he is supposed to take great delight. The representation will begin at noon, and go on without intermission until sunset. Plays are also a regular accompaniment of large banquets, towards the end of which the actors come in and submit a list of some fifty or sixty pieces, from which the host will perhaps choose eight or ten. On such occasions, the female portion of the household will look on from a gallery, where they are concealed behind a trellis.

STAGE CONVENTIONS.

Owing to the complete absence of scenic accessories, it is obvious that a great deal has to be left to the imagination of a Chinese audience. As each character enters, he tells you himself, quite in the manner of Bottom, who he is and what

part he has to play in the coming drama. The members of the orchestra sit on the stage itself, and footmen wait at the sides, ready to carry in screens, chairs, tables and the like, wherewith to represent city-walls and houses, forests and even mountains. An actor will gravely bestir a stick and prance about the stage as though on horseback, without the least fear of evoking a smile. Or, if dead, he will contrive to alter his face and then get up and carry himself off, making movements as though acting the part of a bearer. Again, it is quite a usual thing for a player who is getting hoarse to have a cup of tea handed to him by an attendant. A change of scene is indicated by pantomimic action, or by all the *dramatis personae* walking rapidly in single file round the stage.

INFLUENCE OF THE DRAMA.

In conclusion, it may be said that theatricals form the great national amusement of the Chinese. Their influence is wholesome and beneficial both as a relief from the dreary monotony of an illiterate Chinese village, and, on the other hand, as an educational force not to be despised. Through the medium of the Stage, the Chinese peasant has a far better knowledge of the history of his own country than is the case with the English working man.

HONGKONG SHARE
MARKET.

Messrs. Vernon & Smyth in their weekly share report dated 2nd May state:—

The local market has ruled quieter during the past week, but rates generally have been well maintained, and a fair volume of business transacted. The London market closes dull for "Rubber," and quiet for Tin shares at a slight decline on last week's rates. "Oils" have also suffered a relapse, due probably to the political complications in Europe, but close firm at the reduction. Fine Hard Para Rubber closes at 3/5 per lb., and Fine Plantation Sheets at 3/2 per lb., steady. The open market rate of discount has advanced to 4 per cent., but the Bank of England rate is unchanged at 4 1/2 per cent. Bar Silver closes dull at 27-11/16d, ready, 27-15/16d, forward and Sterling T.T. at 2/5. The S.T. rate on Shanghai is quoted at 72, and on Singapore at 82. Consols are unchanged at 74 1/2.

BANKS.—Hongkong and Shanghai have again been sold in small lots at \$805, and more shares are obtainable at the rate. London is unchanged at \$81/10/-.

MARINE INSURANCES.—Unions continue quiet but steady at \$795 with small sales. Yangtzes are wanted in the North at \$180, and North Chinas can also be placed there at the reduced rate of Tls. 133. Canons after sales can be procured locally at \$210.

FINE INSURANCES.—Hongkongs continue quiet with probable sellers at \$950. Chinas have sold at \$148, and close with probable sellers at this quotation.

SHIPPING.—Hongkong, Canton and Macao have been booked at \$27 1/2, and close steady. Indo-China are quiet at \$85, and China and Manila firm with sales and buyers at \$93. Doghouses have advanced with small sales up to \$22, at which rate the market closes with sellers. Star Ferries have been booked up to \$51 closing with buyers at \$50.

OILS.—Shells have declined to a middle quotation of 112/- with buyers for London account at 111/- and sellers at 113/-. Ural Caspians are also lower at a middle quotation of 45/- and Mexican Eagles at 37/-.

REFINERIES.—China Sugars after various fluctuations close with buyers at \$100 and sellers at \$107. Lanes are reported to have been done at \$37 1/2 and at this rate more shares are procurable.

MINING.—Tronchs are quiet at a middle quotation of 75/9. Pearwoods with sellers at 4/3, and Pahang Consolidated at 7/-, Malayan Tins are easier at 74/6 middle, and Chinese Engineering firm at 35/- middle.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa have declined to a selling quotation of \$69 with buyers at \$68 1/2. Hongkong and Kowloon Wharves after sales at \$78, \$78 1/2, and \$19 ea; now be placed at the latter rate. New Amoy Docks are still enquired for at \$8, Shanghai Docks at Tls. 63, and Shanghai and Hongkong Wharves at Tls. 114.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have sold at \$110 and more shares are wanted. Kowloon Lands continue in request at \$37, West Point at \$62, and Humphreys Estates at the improved rate of \$5 25. Hongkong Hotels are unchanged with buyers at \$115 (old) and \$76 (new).

CORROX MILLS.—Hongkongs continue quiet at \$9 1/2 with probable sellers. In the North, Ewos are quoted Tls. 138 buyers, Shanghai Cottons Tls. 135 sellers, Kung Yik Tls. 133 buyers, Soy Chees Tls. 45 sellers and Laou Kung Mows Tls. 110 sellers.

MISCELLANEOUS.—China Borneos have further improved to a buying quotation of \$101. Electrics are wanted at \$34, Ices at \$164, Ropes at \$21 after sales. Steam Landries at \$4.35, Watsons at \$5.60, Powells at \$91, and Fisheries at \$1. There are sellers of China Providents at \$83, Cements at \$4.90, Union Waterworks at \$20. Hongkong Tramways are wanted at 7/5, and Langkats in the North at Tls. 61.

LONDON QUOTATIONS.—Yesterday being a London Stock Exchange holiday no quotations were received to-day, but the following (middle prices) came to hand from our London Agents by cable yesterday:

| | |
|-------------------------|-------------|
| United Serdangs | 9/8 |
| Rubber Trusts | 9/3 premium |
| Eastern Trusts | 13/6 |
| London Ventures | 9d |
| Tronchs | 78/9 |
| Pahang Consolidateds | 9/- |
| Malayan Tin Dredgers | 74/0 |
| Chinese Engineerings | 35/- |
| Shell Transports | 112/- |
| Mexican Eagles | 37/- |
| Ural Caspians | 45/- |
| Indo-Chinas | 175/- |
| Hongkong Electric Trams | 7/3 |

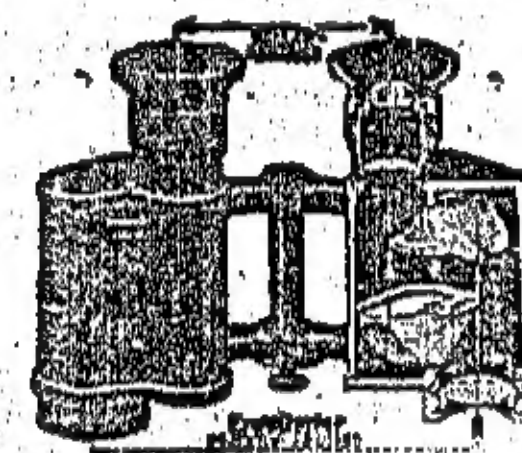
INTIMATIONS

HOW TO TREAT
PIMPLES

Successfully and speedily, at a trifling cost, is learned from the special directions which accompany Cuticura Soap and Cuticura Ointment. Sold by druggists and dealers everywhere. A liberal sample of each with 32-p. skin book, post-free from nearest depot, to all who desire to test before purchasing.

Depots: New York, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

96-n

ZEISS PRISM
BINOCULARS

AT HOME PRICES:

| | |
|-------------------|----------|
| 16 Power | £10.10.0 |
| 12 " (new model) | £10.10.0 |
| 12 " " | £9.5.0 |
| 8 " " | £8.10.0 |
| 6 " (large field) | £7.10.0 |
| 6 " " | £6.0.0 |
| 6 " (small model) | £5.18.0 |
| 3 " " | £5.8.0 |

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**Chs. J. Gaupp
& Co.,**

ALEXANDRA BUILDINGS.

CHATER ROAD.

41

OUR
STUDY
OF
THE EYE

and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

**MAKE CERTAIN
WE WILL TELL YOU.**



48

PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, ETC., which has been recognised unequalled by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT EVERY CHEMIST.

IMPORTERS:

S. J. BETINES & CO.
TIENTSIN

A Lay Preacher



Brain Fag, Nervous Exhaustion—

Just a change of opinion was enough to give Mr. W. King his present prosperity, for he realised in the nick of time that his way was not during his brain fag and nervous exhaustion, so he tried the Phosferine way. Mr. King's method was to ignore his despondency and feeling of collapse, and persuade himself there was nothing unusual in the painful fatigue the lightest effort to work cost him, until, as he steadily got worse, he resolved to drop his own opinion and see what Phosferine could do. The result was so astonishingly beneficial, even after a few doses, that the brain fag and nervous exhaustion ceased entirely, enabling him to do more work than before and yet not feel the strain. This remarkable advantage is seen in the extraordinary energy and vigour of Mr. King's public speaking, and so amazingly have his prospects improved since his speedy recovery, that he declares he had to come forward with the evidence of the magnificent benefit he derived from Phosferine.

Quite Gone—Never Return.

Mr. W. J. King, School House, Trumpington Rd., Forest Gate, London, E., writes:—"I am writing to add my name to the list of those people who have found Phosferine to be the Greatest of all Tonics. Some time back I was very much run down through overstrain brought on by incessant bodily exercise and mental application. The usual tendency of mankind is to give up some of their work, have a rest, and at the same time take medicine, so I endeavoured to keep going on without seeking advice, but as I was getting worse I found that policy would not do. Having heard many friends speak about Phosferine, and one in particular offering me some, I decided to give it a trial. Purchasing a 2/6 bottle, I began to doctor myself. The result not only astonished me, but others also noticed how much better I was, even although I had only taken a few doses. I found I could do the same amount of work easier, and at present am able to do more than before and yet not feel the strain. I have a good deal of public speaking, and I find an occasional dose of Phosferine is a great benefit."—May 28, 1912.

PHOSFERINE
GREATEST OF ALL TONICS

A PROVEN REMEDY FOR
Material Weakness
Premature Decay
Mental Exhaustion
Sleeplessness
Lack of Energy
Painful Fatigue
Brain Fag
Backache
Rheumatism
Headache
Hysteria

And all disorders consequent upon a reduced state of the nervous system.

The Royal Tonic
Phosferine has been supplied by Royal Commands
H.M. the Queen of Spain
H.M. the Empress of Russia
H.M. the Grand Duchess Olga of Russia
H.M. the King of Greece
H.M. the Queen of Romania
And the Principal Royalty and Aristocracy throughout the world.
Price in Great Britain: Bottles, 1/6, 2/6 & 4/6. Sold by all Chemists, Stores, &c.
The 2/6 size contains nearly four times the 1/6 size.
PROPRIETORS—ASHTON & PARSONS, LTD., LONDON, ENGLAND.

Drink Wisely
"MONTERRAT"
Lime-Fruit Juice.
I don't care two straws for any but MONTERRAT Lime Juice.
It's a fine healthy, cooling, and refreshing drink, and keeps me fit in the hot weather.
MONTERRAT is sold by all leading Storekeepers.

London Buying Agents

Q. We offer you our services as buying agents for British or Continental goods. Established in 1844, but continuously active, our success is attained by making our customers' interests our first aim. Five expert buyers, with capable assistants, different departments, buying with discretion every class of goods, giving our customers all the advantages of wide experience, and ensuring that requirements being supplied at lowest prices and best discounts.

REYMER, SON & CO.
Wholesale, London.
Bismarck, "Kaiser, London." Est. 1844.

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KANANGA
OF JAPAN
TOILET WATER

Beware of Imitations.

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8, rue Vivienne, 8
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CLARK'S
B. 41.
PILLS.

A warranted cure for all acquired or constitutional diseases of the Urinary Organs in either sex. These famous Pills also cure Gravel, Pains in the Back and all Kidney Disorders. Free from mercury. Forty years' success. Sold by all Chemists and Storekeepers throughout the world.

Beetham's
Larola
Makes the Skin as COFT as VELVET, and keeps it COOL, SMOOTH, and WHITE all the year round.
Removes and prevents Roughness. — Redness, Irritation, Tan, etc. — COOLING AND REFRESHING DURING THE SUMMER HEAT.

M. BEETHAM & SON,
CHELTENHAM, ENGLAND

THE NEW FRENCH REMEDY,
THERAPION No. 1
CURES DYSPEPSIA, INDIGESTION, AND ALL AFFECTIONS OF THE DIGESTIVE SYSTEM.
THERAPION No. 2
CURES BILIOUSNESS, HEADACHE, AND ALL AFFECTIONS OF THE BILIOUS SYSTEM.
THERAPION No. 3
CURES RHEUMATISM, GOUT, AND ALL AFFECTIONS OF THE JOINTS.

SEE THAT TRADE MARKED WORD "THERAPION" IS IN THE BOTTLE AND AFFIXED TO ALL WRITING PAPER. INSIST ON HAVING THERAPION.

SIR PERCY SCOTT AND LORD C. BERESEFORD.

REMARKABLE ALLEGATIONS.

In the new number of the *British Review*, Sir Percy Scott, who has just retired from active service, makes a very vigorous reply to the criticisms which have been passed on him in recent years by Lord Charles Beresford. Hitherto, he says, he has not been able to reply because he was on the active list; now he is free to defend himself and will do so. The article for the most part deals with some passages in Lord Charles Beresford's book "The Betrayal" which reflected severely on Sir Percy Scott's character and ability as an officer. The chief events referred to are two signalling incidents. Versions of both of them have appeared in the Press, but not Sir Percy Scott's account.

THE ROXBURGH INCIDENT.

Sir Percy Scott was, in 1907, commander of the cruiser squadron attached to the Channel Fleet, of which Lord Charles Beresford was Commander-in-Chief. Says Sir Percy Scott:—

"On November 4th, 1907, the Good Hope, flying my flag, and the Roxburgh, a ship of my squadron, were at anchor within three hundred yards of one another at Portland. The Good Hope was inside the breakwater, the Roxburgh outside; both ships had received an order from Lord Charles that they must be externally painted by the 8th, but no signal had been made to them that they were to suspend their gunnery practices.

"While discussing with my staff matters in connection with the approaching visit of H.M. the German Emperor, a message was brought to me from the captain of the Roxburgh suggesting that his ship should remain outside the breakwater in order that they might continue a gunnery practice that he was carrying out. I at first agreed to this, but my secretary remarked that this was a case where paintwork was of more importance than gunnery, for if the Roxburgh did not come and take advantage of the fine weather she might not be repainted by the 8th. I thought this a very happy way of expressing it, and replied by signal:—

"Paintwork appears to be more in demand than gunnery, so you had better come in in time to make yourself look pretty by the 8th."

"To this the captain of the Roxburgh answered:—

"As the weather is suitable, we can red-lead the rust marks off our funnels and get ready for painting out here."

"It is essential to note that this message was sent before the receipt of any order from Lord Charles to suspend gunnery."

Two hours later, Lord Charles Beresford arrived, and then, and then only, says Sir Percy Scott, ordered the Roxburgh to suspend gunnery and get ready for painting. But someone communicated to him the message sent to him, and he accused Sir Percy Scott of gross insubordination, requested the Admiralty to supersede him (which they did not do), and refused to listen to explanations. Sir Percy Scott declares that Lord Charles' public signal to the Fleet on the matter was composed of "untruths" and he adds:—

"The signal from Lord Charles was made as publicly as possible to the twenty thousand officers and men present, and copies of it were posted on the fore-deck of ships for the men to see. This was contrary to all ideas of discipline. The commanding me, and the reporting of the case to the Admiralty without asking me for an explanation, was contrary to the King's regulations, contrary to all ideas of justice, and set a bad example to the Fleet."

"A further deplorable example to the officers and men under his command, was Lord Charles Beresford's order to me not to speak to him, but only to communicate with him in writing."

THE SECOND SIGNALLING INCIDENT IS MORE serious. It relates to an order given by Lord Charles Beresford which Sir Percy Scott declares it would have been highly dangerous to carry out. He says:—

"On the 1st July, 1905, Lord Charles Beresford ordered the Third Division, which was under my command, to take up a certain position with reference to the battle squadron. I commenced carrying out the order by turning the Good Hope on a northerly course. Lord Charles then took the command of my squadron out of my hands and made the following signals:—

"Third Division turn together to S.S.E." All the ships turned by the shortest way, which in the case of the Good Hope was to port, the remainder to starboard. This brought the Good Hope nearly on the beam of the Argyle. The next signal was 'Turn together to S. by W.' This brought the Good Hope on the beam of the Argyle, at a distance of about 1,300 yards.

"With the ships in this position Lord Charles hoisted the amazing signal:— 'Third Division turn together 18 points to starboard.' The officers responsible for the safety of H.M.S. Good Hope pointed out to me that if they acted on this signal it would be a blunder in the eyes of the Argyle. They very properly refused to acknowledge such a signal and remained at the dip. (Answering pennant at the dip means, 'I see the signal, but do not understand it.' Answering pennant hoisted close up means, 'I see the signal and quite understand it.')"

Notwithstanding this warning from the Good Hope that Lord Charles was doing wrong, he, to the surprise of the whole Fleet, hauled down both signals together. The captain of the Good Hope intimated to me that he was going to act on the signal to the Third Division to turn to starboard; he turned to starboard, and he was quite correct, as his ship was one of the Third Division. Here the matter might have ended. Lord Charles evidently did not know what formation my squadron was in. He could not, however, confirm my statement in the following signal:— 'Did Good Hope take in the signal to turn to port?' The captain of the Good Hope replied: 'Good Hope did not close up before the signal was hauled down.'

"To make matters still worse, Lord Charles made another signal to the Good Hope and introduced my name into it, for what reason I do not know. The captain of the Good Hope, managed his own ship, and was quite competent to do so. The signal from Lord Charles was as follows:—

"Did Good Hope take in the signal to turn to port? If Good Hope took in the signal to turn to port, and the Rear-Admiral thought Good Hope was too close to Argyle, the Rear-Admiral was right in turning to starboard. An officer of my standing does not think that a ship is too close; he knows whether she is too close or not, and it was unnecessary to tell me that it was right to avoid a collision. I replied to Lord Charles:— 'Good Hope took in signal to turn to port, but did not go close up as there was danger in such a turn.' As the signal to turn to port was hauled down before the Good Hope had answered it, I concluded that the danger had been realised, and the Good Hope therefore acted on the signal to the Third Division to turn to starboard. Neither I nor the captain of the Good Hope disobeyed a signal. There is no disobedience in not acting on a signal which disappears from view before you have acknowledged that you understand its purport."

"I well knew that the signal was dangerous, and so I publicly told Lord Charles Beresford. The officers responsible for the safety of H.M.S. Good Hope knew that the signal was dangerous, and the navigating officer of the Argyle knew that the signal was dangerous. This particular officer was in the Camperdown when she sank the Victoria, and 371 brave officers and men went to the bottom of the ocean. This officer's feelings when he saw the fatal signal of Lord Charles Beresford may be imagined. He took the Good Hope's bearing and distance, noted it down, and called the commander's attention to his notation. On board the Good Hope we could see that all the officers and signalmen of the Argyle had their telescopes directed on our flags. They fully realised that, if I sanctioned those flags going up, probably one or both of the ships would go to the bottom."

"In anticipation of the Admiralty ordering an inquiry into the circumstances of this case, the actual signals made were noted down and attested by the officers who saw them, and the distance of the Argyle was taken and entered in the official log-book, which is now at the Admiralty."

Lord Charles Beresford, of course, denies the accuracy of this version. A similar account, when it first appeared in the press, he has described as "totally incorrect."

"I ALWAYS FELT ILL."

A WOMAN WHO HAD
PAINS AFTER EATING—SICK
HEADACHES—FLATULENCE
BEFORE SHE TOOK
MOTHER SEIGEL'S SYRUP.

"I always felt ill, and was generally used up and fit for nothing." These are the words of Mrs. H. Anderson, who until a recent date was a victim of a very prolonged attack of indigestion.

That "fit for nothing" feeling is often the painful experience of thousands of men and women who day after day feel too ill or too depressed for work. One man is unequal to the task of coping with his business; another can't do heavy manual labour because he is weak and languid; and many women have not the strength required to enable them to carry out the duties of the household as well and quickly as they would like.

Perhaps you know what it is to have no energy, no appetite, and to be tired out with slight exertion. These are danger signals—signs that indigestion has started its insidious task of undermining your health. In a more advanced stage indigestion gives rise to biliousness, sick headaches, flatulence, constipation, pains after eating, furred tongue, loss of appetite, and is often the cause of sleeplessness.

You can't ignore indigestion, and you can't afford to neglect it, save at peril to your health and strength. What you need is the great remedy for indigestion—Mother Seigel's Syrup, which has a speedy, beneficial, and comforting effect on the stomach, liver and bowels. Mother Seigel's Syrup gives you a good appetite, purifies your blood, and thus restores the full vigour of robust health.

Mrs. Anderson, in her letter describing her restoration to good health by Mother Seigel's Syrup, says:—

"Two years ago I became a sufferer from indigestion. After meals, even though I had only partaken of a few mouthfuls, I had a painful feeling of fullness, soon followed by a peculiar inward burning sensation. I was also frequently distressed by violent flatulence, and sharp pains in the stomach. Besides the stomach troubles I suffered acutely from nasty sick headaches and pains in the back and shoulders; in short, my health appeared to be thoroughly undermined. I always felt and looked ill, and was generally used up and fit for nothing."

"Everything I tried was useless until I took Mother Seigel's Syrup. I was most agreeably surprised at the results. In two days I felt greatly relieved, and in a few weeks my malady was a thing of the past. Now I enjoy perfect health, the greatest of all blessings."—Boom Street, Pietermaritzburg, Natal, December 10th, 1912.

The case quoted above should convince you that Mother Seigel's Syrup is a splendid remedy you will never allow indigestion to get such a grip upon a system, that it can only be removed by a long course of treatment. Prevention is better than cure, therefore take an occasional dose of Mother Seigel's Syrup in order to keep the stomach, liver, and bowels in a healthy state of activity. Try it to-day. Every dose is a step towards good health.

NOTICES TO CONSIGNEES

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th May will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th May, at 9.30 a.m.

All Claims must reach us before the 13th May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, BREMEN.
MELCHERS & CO.,
General Agents.
Hongkong, 29th April, 1913.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th May will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th May, at 9.30 a.m.

All Claims must reach us before the 14th May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, BREMEN.
MELCHERS & CO.,
General Agents.
Hongkong, 30th April, 1913.

FROM EUROPE.

THE H.A.L. Steamship

"ALEXIA."

Captain G. Haefl, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th May will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th May, at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:—
Ex.s.s. "Göteborg" from Göteborg.
Ex.s.s. "Julo" from Drammen.
Ex.s.s. "Göteborg" from Göteborg.
Ex.s.s. "Bjerg" from Portland.
Ex.s.s. "Faro" from Alesund.

HAMBURG-AMERIKA LINE,
HONGKONG OFFICE.
Hongkong, 30th April, 1913.

THE RUSSIAN EAST ASIATIC CO. LD.

ST. PETERSBURG.

NOTICE TO CONSIGNEES.

THE Steamship

"LITVANIA."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th May will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th May, at 9.30 a.m.

All Claims must reach us before the 14th May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

THE RUSSIAN EAST ASIATIC CO. LD.,
MELCHERS & CO.,
Agents.
Hongkong, 30th April, 1913.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on

sale daily at the following Street—
KOWLOON BOOK STALL, Ferry Wharf
Messrs HUNG CHEONG, Haiphong Road

NOTICES TO CONSIGNEES

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "WRAY CASTLE."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before the 5th May.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th May will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th May, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th May, at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DODWELL & CO., LTD.,
Agents.
Hongkong, 28th April, 1913.

MEN-OF-WAR ON THE CHINA

AND JAPAN STATION.

BRITISH.

Athena, admiralty tug, 615 tons, 1,400 i.h.p.

Hongkong.

Stramberg, gunboat, 710 tons, 900 i.h.p. Lieut. Comdr. B. E. Pritchard, Hongkong.

Britannia, gunboat, 710 tons, 900 i.h.p. Lieut. Comdr. W. H. Darvall, Canton.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400 i.h.p. Comdr. Hugh F. E. T. Williams, Shanghai.

Cherub, water tank and tug, 390 tons, i.h.p. 340.

Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, i.h.p. 1,400.

Comdr. Mackenzie, D.S.O., Penang.

Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5,700 i.h.p. Lt.-Comdr. Wilkin-

son, Hongkong.

Flora, 436 tons, 9,000 f.h.p., 12 guns, Capt. Charles F. Charles F. Corbett, M. V. O., Hongkong.

Hesperus, 10,850 tons, 21,200 f.h.p., 14 guns, Captain Marcus E. Lewis Hill, Hongkong.

Keen, armoured cruiser, 9,830 tons, 14 guns, i.h.p. 22,000, Capt. Allen T. Hart, C.S.I., Weihaiwei.

Kismet, 610 tons, i.h.p. 1,200, Lt.-Comdr. H. Marryat, Haikow.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p. Capt. F. C. C. Pasco, en route.

Labuan.

Vindicator, armoured cruiser (flagship Vice-Admiral T. H. Jerrard, C. B., i.h.p. 27,000, Capt. E. B. Kiddie, Yokohama.

Monmouth, armoured cruiser, 9,830 tons, i.h.p. 22,000, Capt. B. H. F. Bartlett, M. V. O., Yokohama.

Moon, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut.-Comdr. Allen Dixon, West River.

Neosho, 2nd class cruiser, 4,800 tons, turbine 22,000 f.h.p., Captain George P. B. Hall, D.S.O., Shanghai.

Nightingale, river gunboat, 85 tons, 240 f.h.p. Lt.-Comdr. Malcolm Murray, R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,500 i.h.p. Lieut.-Comdr. Chambers, Hongkong.

Ribble, R.D., 590 tons, 7,500 f.h.p., 6 guns Lt.-Comdr. E. J. G. Mackinnon, Yangtze.

Robin, river gunboat, 85 tons, 2 guns, 240 f.h.p. Lt.-Comdr. J. Heestwood-Nash, West River.

Rosario, depot ship for Submarines, 960 tons, i.h.p. 1,400, Lt.-Comdr. N. E. Archdale, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 f.h.p. Lieut.-Comdr. I. A. S. H. Hutton, West River.

Snipe, river gunboat, 85 tons, 2 guns, 240 f.h.p. Lt.-Comdr. Maurice B. Leslie, Yangtze.

Taku, torpedo boat destroyer, 310 tons, i.h.p. 6,000, Comdr. W. H. Ryder, Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore R. Anstruther, C.M.G., Hongkong.

Tesl, river gunboat, 180 tons, 2 guns, 800 f.h.p. Lieut.-Comdr. Hon. Guy Stoddard, Chungking.

Thistle, gunboat, 710 tons, 900 f.h.p. Lieut. Com. H. E. N. Cuttrel-Dormer, Hankow.

Uak, R.D., 590 tons, 7,500 f.h.p., 6 guns, Lt. Matwell, Yangtze.

Virago, torpedo-boat destroyer, 385 tons, 6 guns 6,500 i.h.p. Lieut.-Comdr. Harold D. Adair, Hall, Hongkong.

Welland, R.D., 590 tons, 7,500 f.h.p., 6 guns Comdr. Seymour, Yangtze.

Whiting, torpedo-boat destroyer, 370 tons, 5 guns, 5,900 f.h.p. Lieut.-Comdr. B. Neville, Yangtze.

Widgeon, gunboat, 195 tons, 2 guns, 240 f.h.p. Lieut. Comdr. J. C. F. Borrett, Kiating.

Woodcock, gunboat, 150 tons, 2 guns, 250 f.h.p. Lieut.-Comdr. M. B. R. Blackwood, Yangtze.

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM
HONGKONGTO
VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
ARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON PORTS.**INDIAN AFRICAN LINE.**Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.PROPOSED SAILINGS.
From Hongkong: 26th May. Connecting with "TYMBIC" 12th June.
From Colombo: 12th June.**ORIENTAL AFRICAN LINE.**Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
Quickest Freight Transport from the ORIENT to SOUTH AFRICA.PROPOSED SAILINGS.
S.S. "DUNERIC" June.
For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.**BRITISH INDIA S. N. CO., LTD.****A P C A R LINE.**REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.**EASTWARD.**S.S. "TORILLA," 5,205 tons, Capt. C. J. Swanson, R.N.R., will be despatched for
Kobe and Moji on 9th May, at Noon.
S.S. "GREGORY APCAR," 4,550 tons, Capt. J. E. Drake, will be despatched
for SHANGHAI, Kobe and Moji, on 20th May.**WESTWARD.**S.S. "ARKATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched
for SINGAPORE, PENANG and CALCUTTA on 10th May.
S.S. "JELUNGA," 5,806 tons, Captain Sullivan, will be despatched
as above on 15th May.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted
with all modern conveniences and carry a duly qualified surgeon.For Freight or passage, apply to—
DAVID SASSOON & CO., LTD.,
Agents.
Hongkong, 3rd May, 1913.**"THE BIG 4" of the
PACIFIC MAIL S.S. CO.**

| | COMFORT. | FROM HONGKONG calling at |
|--|----------|---|
| MONGOLIA 27,000 tons, twin screws. | | SHANGHAI, NAGASAKI. |
| MANCHURIA 27,000 tons, twin screws. | | Kobe (via Inland Sea). |
| KOREA 18,000 tons, twin screws. | SAFETY. | YOKOHAMA and HONO- |
| SIBERIA 18,000 tons, twin screws. | | LULU (the Paradise of the |
| ALSO: NILE... 11,000 tons. CHINA... 10,200 tons. PERSIA... 9,000 tons. | SPEED. | Pacific) through Service via NEW YORK to Europe. |

SOME FEATURES OF SERVICE.Lights, Fans, Swimming Tank, Band, Cuisine, Games,
Amusements, Wireless, Submarine Signal Service, and
Bilge Keels.The Cost: Is not more by this route with its unrivalled opportunities
the cost is but £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £54 to London (return ticket £90.10s.)
and to San Francisco £56. SPECIAL RATES for Officers, Army, Navy, Consul
or Civil Service, on application.

| STEAMERS. | Tons | Starting | TUESDAY | 6th May, at 1 P.M. |
|-----------|--------|----------|---------|----------------------|
| SIBERIA | 18,000 | ... | TUESDAY | 13th May, at 3 P.M. |
| CHINA | 10,200 | ... | TUESDAY | 20th May, at 1 P.M. |
| MANCHURIA | 27,000 | ... | TUESDAY | 3rd June, at 3 P.M. |
| NILE | 11,000 | ... | TUESDAY | 10th June, at 1 P.M. |
| MONGOLIA | 27,000 | ... | TUESDAY | 1st July, at 3 P.M. |
| KOREA | 18,000 | ... | TUESDAY | 8th July, at 1 P.M. |
| PERSIA | 9,000 | ... | TUESDAY | 22nd July, at 1 P.M. |

* INTERMEDIATE STEAMERS.
Passengers holding through Tickets have the privilege of travelling by Train between
Kobe and Yokohama Free of Charge.**HONGKONG-MANILA SERVICE.**

| From Hongkong. | Arrive Manila. | Leave Manila. | Due Hongkong. |
|----------------|----------------------|-------------------------|---------------|
| 13th May | CHINA ... 15th May. | 3rd May ... CHINA | 5th May. |
| 3rd June | NILE ... 5th June. | 11th May ... MANCHURIA | 13th May. |
| 1st July | PERSIA ... 3rd July. | 21st June ... PERSIA | 22nd June. |
| 3rd July | KOREA ... 10th July. | 1st July ... CHINA | 21st July. |
| 29th July | CHINA ... 31st July. | 27th July ... MANCHURIA | 29th July. |

LET US PLAN AN ITINERARY FOR YOU.
KING'S BUILDING (opposite Blake Pier). * TELEPHONE No. 141.
O. H. RITTER, Acting Agent.**MESSAGERIES MARITIMES.****FRENCH MAIL LINES.**FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

| For | STEAMER | To Sail. |
|-----------------------|------------------|-----------------------|
| SHANGHAI, KOBÉ AND | MAGELLAN | On 5th May, at 7 A.M. |
| YOKOHAMA | Capt. Charbonnel | |
| MARSEILLES, VIA PORTS | AMAZONE | On 6th May, at 1 P.M. |
| | Capt. Girard | |

TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY
and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE
and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours
Railway from MARSEILLES to LONDON. Interpreters meet passengers on their
arrival in Marseilles.For further particulars apply to
P. THOMAS, AGENT,
QUEEN'S BUILDING.**HONGKONG. CANTON. MACAO &
WEST RIVER STEAMERS**JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.

| HONGKONG-CANTON LINE. | CANTON TO HONGKONG. |
|--------------------------|---------------------|
| SATURDAY, 3rd May, 1913. | 1913. |
| 8 a.m. "HEUNGSHAN." | 8 a.m. "HONAM." |
| 10 p.m. "HONAM." | 5 p.m. "FATSHAN." |
| SUNDAY, 4th May, 1913. | 4 p.m. "HEUNGSHAN." |
| 10 p.m. "KINSHAN." | |

A Telephone service has been recently installed on the Canton Company's steamers,
Day steamers Call No. 776; Night steamers Call No. 775.
HONGKONG-MACAO LINE.
S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.**EXCURSION TO MACAO.**
SUNDAY, 4th May, 1913.
The Company's Steamship "SUI AN"
Will depart from the WING LOK STREET WHARF at 9 a.m. and return from
Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.
FARES AS USUAL.
Further particulars may be obtained at the Office of the Company.**CANTON-MACAO LINE.**
S.S. "HOISANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.**CANTON-WUCHOW LINE.**
S.S. "RAINAM," 589 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "BANUI." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.**SAN FRANCISCO**

SCENIC ROUTE
TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC
DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.
S.S. TENYO MARU ... 22,000 tons.
S.S. CHIYO MARU ... 22,000 tons.
S.S. SHIYO MARU ... 22,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)
HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—String Orchestra, Daily bath, bathing, cricket,
baseball, dances and free newspaper containing World's happenings by wireless.

**WESTERN PACIFIC-DENVER AND
RIO GRANDE.**
The T.K.K. lines connect at San Francisco with the palatial trains of the Western
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.
Through Standard Sleepers.
Through Tourist's Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenery—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canyon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers)
and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 625.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
75, MAIN STREET, YOKOHAMA.
AND KING'S BUILDING, HONGKONG

AUSTRIAN LLOYD.(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA AND PORT SAID.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 13th May at 5 P.M.
Superior accommodation for 1st, 2nd and 3rd Class passengers, no extra tips, no inside cabins. Doctor,
Stewardess, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice) £50 1st, £35 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA
STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUVA AND PORT SAID.
S.S. "CHINA," 11,600 tons, will leave as above about 3rd May.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon
Passengers. No extra tips, Doctor, Stewardess, Laundry, Wireless Telegraphy.
RAILWAY FARES: Trieste-London BY SIMPLON EXPRESS: Class I £28.15, II £21.15.
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £28.15, II £21.15.
Via Venice, Milan, St. Gotthard, Lucerne, Bielefeld, Calais or Boulogne, Class I £28.15, II £21.15.
Via Vienna, Cologne, Brussels, Calais or Boulogne, Class I £28.15, II £21.15.
Via Munich, Cologne, Hook or Flushing, Class I £27.00, II £21.15.
TO SHANGHAI.
S.S. "AFRICA," 8,840 tons, will leave as above on 24th May, at 7 P.M.
FARES: Hongkong-Shanghai, 25 1st, 24 2nd, 22 3rd Class.
TO KOBÉ VIA SHANGHAI, YOKOHAMA.
S.S. "GISELA" will leave as above about 31st May. (For Cargo only).
Cargo taken at through rates to all ports in Adriatic, Tyne, Black Sea & Danube, also North & South America.
SANDER, WIELER & CO., Agents,
Hongkong, 1st May 1913**SWEDISH EAST ASIATIC
CO., LTD.**
GOTHENBURG.
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATE OF SAILING.
For Freight and Further Particulars apply to
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.
TELEPHONE No. 171.**PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.**PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| STEAMERS | Leave | Connecting Steamers | Due | Due |
|----------------|----------------|---------------------|---------------------------|----------------------|
| to | HONGKONG | from COLOMBO to | MARSEILLES | PLYMOUTH |
| COLOMBO | | MARSEILLES & LONDON | (Brindisi 2 days earlier) | (London 1 day later) |
| Steamer | Noon, SATURDAY | Steamer | SATURDAY | FRIDAY |
| CHINA | May 10 | MALWA | June 7 | June 13 |
| DELTA | May 24 | MOOLTAN | June 22 | June 28 |
| ASSAYE | June 7 | MORRA | July 6 | July 12 |
| ARADIA | June 21 | MARMOEA | July 20 | July 26 |
| DEVANHA | July 5 | MEDINA | Aug. 3 | Aug. 9 |
| CHINA | July 19 | MOLDANIA | Aug. 17 | Aug. 23 |
| ASSAYE | August 2 | MALWA | Sept. 14 | Sept. 20 |
| DELTA | August 16 | MONGOLIA | Sept. 28 | Oct. 4 |

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to
the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong at the time of Booking.
FARES TO LONDON.
1st SALOON £71.10 SINGLE, £106.14 RETURN.
2nd £48.8 £72.12
IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (Non-Transit) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

| STEAMERS | Leave | Due | Due |
|-----------------|------------|----------|----------|
| HONGKONG | MARSEILLES | LONDON | |
| About | About | About | |
| NILE | May 14 | June 17 | June 23 |
| PALAWAN | May 28 | July 2 | July 11 |
| SUMATRA | June 11 | July 16 | July 25 |
| NUBIA | June 25 | July 31 | Aug. 10 |
| SUNDA | July 9 | Aug. 15 | Aug. 24 |
| SARDINIA | July 23 | Aug. 29 | Sept. 7 |
| SINLA | August 6 | Sept. 12 | Sept. 21 |
| NAMUR | August 20 | Sept. 25 | Oct. 4 |

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES
FARES TO LONDON.
1st SALOON £55.10 SINGLE, £82.10 RETURN.
2nd £38.10 £57.4
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
For further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT.**NIPPON YUSEN KAISHA**
(THE JAPAN MAIL STEAMSHIP CO.)

| DESTINATIONS | STEAMERS | TONS | SAILING DATES |
|---------------------------|------------------|--------|------------------|
| AND DISPLACEMENT | | | |
| MARSEILLES, LONDON and | HIRANO MARU | 16,000 | WED'DAY, 7th |
| ANTWERP, VIA SINGA- | Capt. H. Fmsor | | May, at Daylight |
| PORE, PENANG, COLOMBO, | TANGO MARU | 13,500 | WED'DAY, 21st |
| SUEZ and PORT SAID | Capt. K. Kawara | | May, at Daylight |
| VICTORIA, B.C., and | SANUKI MARU | 12,500 | SATURDAY, 7th |
| SEATTLE VIA KEELUNG, | Capt. Richards | | May, from Kobe |
| SHANGHAI, MOJI, KOBÉ, | SHIDZUOKA MARU | 12,500 | TUESDAY, 20th |
| YOKKAIOH, SHIMIDZU | Capt. Iriwawa | | May, at 4 P.M. |
| and YOKOHAMA | INABA MARU | 12,500 | WED'DAY, 7th |
| SYDNEY and MELBOURNE, | Capt. Tomimaga | | May, at Noon |
| VIA MANILA, THURSDAY | NIKKO MARU | 9,600 | WED'DAY, 4th |
| ISLAND, TOWNSVILLE | Capt. Yagi | | June, at Noon |
| and BRISBANE | TOSA MARU | 12,000 | SATURDAY, 3rd |
| CALCUTTA VIA SINGAPORE | Capt. T. Sato | | May |
| PENANG & RANGOON | PENANG MARU | 12,500 | MONDAY, 12th |
| BOMBAY VIA SINGAPORE, | Capt. Noma | | May |
| and COLOMBO | AKI MARU | 12,500 | THURSDAY, 8th |
| KOBÉ and YOKOHAMA | Capt. B. Kon | | May, at 11 a.m. |
| KOBÉ & YOKOHAMA | COLOMBO MARU | 6,000 | MONDAY, 12th |
| | Capt. Kawashima | | May |
| NAGASAKI, KOBÉ & YOKOHAMA | KUMANO MARU | 9,600 | WED'DAY, 7th |
| | Capt. M. Winkler | | May, at Noon |
| SHANGHAI, MOJI and | BOMBAY MARU | 5,000 | WED'DAY, 7th |
| KOBÉ | Capt. Tomaga | | May |

1913 PASSENGER SEASON 1913

| STEAMER | TONS-DISPLACEMENT | LEAVING HONGKONG. |
|----------------|-------------------|-------------------|
| HIRANO MARU | 16,000 | 7th May |
| TANGO | 13,500 | 21st May |
| KAMO | 16,000 | 4th June |
| SHIDZUOKA MARU | 12,500 | 20th May |
| TAMBA | 12,500 | 3rd June |
| AWA | 12,500 | 17th June |

For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.
TELEPHONE Nos. 292 and 1241.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

| FOR | STRAITS | TO SAIL | REMARKS |
|---|---------|-----------------|----------------------------|
| SHANGHAI, MOJI, KOREA, SUMATRA AND YOKOHAMA | DELTA | 5 P.M. 3rd May. | Freight and Passage. |
| SHANGHAI | DELTA | About 8th May. | Freight and Passage. |
| LONDON via USUAL PORTS OF CALL | OHINA | Noon, 10th May. | See Special Advertisement. |
| LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES | NILE | About 14th May. | Freight and Passage. |

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 1st May, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

| FOR | STRAITS | TO SAIL |
|---------------------------|----------|--------------------|
| SWATOW, AMOY and SHANGHAI | "HOLBOW" | On 3rd May, 4 P.M. |
| SHANGHAI | "CHENAN" | On 3rd May, 4 P.M. |
| MANILA, CEBU and ILOILO | "TAMING" | On 6th May, 4 P.M. |
| SHANGHAI | "LUCHOW" | On 8th May, 4 P.M. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted. SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINCHU" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. S.S. Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 13 o'clock every SATURDAY Night. These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS. Hongkong, 3rd May, 1913. Telephone 36.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

| STEAMER | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|------------|--------------------------------|------------------------------|
| EMPIRE | On 2nd May. | On 24th May, 11 A.M. |
| ST. ALBANS | On 30th May. | On 21st June, 11 A.M. |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co., AGENTS.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MANSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

| | |
|-----------------------------------|------------|
| For SHANGHAI, KOREA and YOKOHAMA: | |
| S.S. SEGOVIA | 8th May. |
| S.S. FURST BUELOW | 19th May. |
| S.S. BIRKENFELS | 24th May. |
| S.S. SAXONIA | 24th May. |
| S.S. PREUSSEN | 24th June. |

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 2nd May, 1913.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days.)

| STEAMSHIP | CAPTAIN | LEAVING |
|-----------|----------------------|-------------------------------|
| "HAIYAN" | Capt. J. S. Rouch | TUESDAY, 6th May, at 11 A.M. |
| "HAIYANG" | Capt. A. B. Hodgkin | FRIDAY, 9th May, at 11 A.M. |
| "HAIHING" | Capt. W. C. Passmore | TUESDAY, 13th May, at 11 A.M. |

FOR SWATOW AND RETURN.

(Occupying 3 Days.)

| | | |
|--------|-------------------|--------------------------------|
| HAIMUN | Capt. J. W. Evans | SUNDAY, 4th May, at 10 A.M. |
| | | WEDNESDAY, 7th May, at 11 A.M. |

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LARPAK & Co.,
GENERAL MANAGERS.

Hongkong, 3rd May, 1913.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU. SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

"NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMER | CAPTAIN | DATE OF SAILING. |
|-------------|---------------|------------------------------|
| CHIYO MARU | W. W. Greene | TUESDAY, 27th May, NOON. |
| NIPPON MARU | A. G. Stevens | TUESDAY, 17th June, at Noon. |
| TENYO MARU | E. Bent | TUESDAY, 24th June, at Noon. |
| SHINYO MARU | H. S. Smith | TUESDAY, 15th July, at Noon. |

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU on TUESDAY, the 27th May, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG-MARU and KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARIKA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMER | TONS | DATE OF SAILING. |
|---------------|--------|-------------------------------|
| HONGKONG MARU | 11,000 | WEDNESDAY, 4th June, at Noon. |
| KIYO MARU | 17,500 | TUESDAY, 5th Aug., at Noon. |
| BUYO MARU | 10,500 | SATURDAY, 4th Oct., at Noon. |

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

237 King's Building (Opposite Blake Pier).

PHILIPPINES S.S. CO.

| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE |
|-----------|------|-----------|-----------------------------------|---------------------|
| RUBI | 4000 | J. Miller | Manila, Mangrove, Iloilo and Cebu | On 7th May, 4 P.M. |
| ZAFIRO | 4000 | McMurray | Manila, Mangrove, Iloilo and Cebu | On 17th May, 4 P.M. |

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers PHILIPPINES S.S. CO. Hongkong, 19th April, 1913.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA, B.C. AND TACOMA via JAPAN PORTS.

| Steamer | Captain | Leaving |
|----------------|--------------|---------------------------------|
| "CHICAGO MARU" | S. Nemoto | SATURDAY, 17th May, at 2 P.M. |
| "CANADA MARU" | K. Horii | WEDNESDAY, 25th May, at 2 P.M. |
| "TACOMA MARU" | T. Hamada | THURSDAY, 13th June, at 2 P.M. |
| "PANAMA MARU" | J. Kano | WEDNESDAY, 25th June, at 2 P.M. |
| "SEATTLE MARU" | T. Saito | THURSDAY, 10th July, at 2 P.M. |
| "MEXICO MARU" | N. Kobayashi | WEDNESDAY, 23rd July, at 2 P.M. |

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and YOKOHAMA.

These Newly-Built Steamers have fast speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY via SINGAPORE, PENANG & COLOMBO.

| Steamer | Captain | Leaving |
|---------------|--------------|---------------------------------|
| "LUZON MARU" | H. Yamamoto | FRIDAY, 23rd May, at 4 P.M. |
| "SAIGON MARU" | T. Yamaguchi | THURSDAY, 26th June, at 4 P.M. |
| "INDO MARU" | K. Komiya | WEDNESDAY, 30th July, at 4 P.M. |

| FOR MOJI, KOBE and YOKKAICHI. | |
|-------------------------------|--------------|
| "SAIGON MARU" | T. Yamaguchi |
| "INDO MARU" | K. Komiya |
| "LUZON MARU" | H. Yamamoto |

CHINA & FORMOSA LINE.

FOR FOCHOW via SWATOW AND AMOY.

| Steamer | Captain | Leaving |
|--------------|-------------|-------------------------------|
| "KALJO MARU" | Y. Yamamoto | WEDNESDAY, 7th May, at 2 P.M. |

FOR TAMSUI via SWATOW AND AMOY.

| Steamer | Captain | Leaving |
|---------------|-------------|------------------------------|
| "DAIJI MARU" | S. Tokunaga | SUNDAY, 4th May, at Noon. |
| "TAMAGI MARU" | M. Nagano | THURSDAY, 11th May, at Noon. |

FOR ANPING AND TAKAO via SWATOW AND AMOY.

| Steamer | Captain | Leaving |
|--------------|------------|---------------------------------|
| "SOSEU MARU" | K. Tashiro | WEDNESDAY, 14th May, at 10 A.M. |

FOR CANTON.

| Steamer | Captain | Leaving |
|--------------|------------|------------------|
| "SOSEU MARU" | K. Tashiro | FRIDAY, 9th May. |

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central). For FURTHER INFORMATION, apply to

Z. KAMIYA

Second Floor, No. 1, Queen's Building.

CHURCH SERVICES.

St. JOHN'S CATHEDRAL, Hongkong. 4th May, Sunday after Ascension. Holy Communion (8.15 a.m.). Matins (11 a.m.). Full Choir. Responses. Psalms, Venite, Litanies, Prayers of the 4th morning; Te Deum, Standford in B flat; Jubilate, Hays in F; Anthem, "Lift up your heads" Coleridge-Taylor; Hymns, 207, and 147. N.B.—Psalm 19, verses 1, 2, 12, and 14 in unison; Psalm 20, verses 1, 5, and 9 in unison; Psalm 21, verses 1, 2, 9, and 13 in unison; Hymn 147, verses 3, and 5 in unison. Evensong (5.45 p.m.) Responses, Psalms, Battisill, Jones, Hopkins; Magnificat, Barnby (11th evening); Nunc Dimittis, Wesley; Hymns, 150, 34, and 12.

Union Church, Kennedy Road. Sunday, May 3rd. Morning, Worship, at 11 a.m.; Evening Worship, at 6 p.m. Preacher, Rev. J. Kirk Macdonald.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *York*, which left Hongkong on the 1st April, at 10 a.m., arrived at Genoa on the 30th April, at 7 a.m.
The N.Y.K. str. *Bombay Maru* (Bombay Line) left Singapore for this port on the 29th April, and is expected here on the 5th May.
The N.Y.K. str. *Inaba Maru* (Australian Line) left Nagasaki for this port on the 1st May, and is expected here on the 5th May.
The N.Y.K. str. *Hirano Maru* (European Line) left Shanghai for this port on the 2nd May, and is expected here on the 5th May.
The N.Y.K. str. *Shidzuoka Maru* (American Line) left Kobe for this port on the 2nd May, and is expected here on the 11th May.
The P.M. str. *Nile* left San Francisco for Hongkong on the 23rd April, via the usual ports of call.

THE AUSTRALIAN ORIENTAL

LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

| Steamer. | Arrive Hongkong from Australia. | Leave Hongkong for Australia. |
|------------|---------------------------------|-------------------------------|
| "TAIYUAN" | ... | 10th May. |
| "GUTHRIE" | 5th May. | 23rd May. |
| "CHANGSHA" | 11th June. | 14th June. |

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports. For freight or passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, 29th April, 1913. Telephone No. 36. AGENTS. 1620

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

| FOR | STRAITS | TONS | TO SAIL |
|---|-------------------|--------------------------|---------------------------------|
| NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN | "BUELOW" | Capt. C. Nahrath, 16,900 | Wednesday, 14th May, at 10 A.M. |
| SHANGHAI, NAGASAKI, KOBE and YOKOHAMA | "GOEBEN" | Capt. A. Ahlborn, 17,300 | About Wednesday, 14th May. |
| MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE | "PRINZ SIGISMUND" | Capt. D. Lenz, 5,000 | Saturday, 17th May, at 9 A.M. |
| KOBE and YOKOHAMA | "PRINZ WALDEMAR" | Capt. H. Bremer, 6,100 | About Tuesday, 27th May. |
| KUDAT and SANDAKAN | "BOENHO" | Capt. F. Schmidt, 5,000 | End of May. |

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA

Hongkong, 2nd May 1913

ON SALE.

THE DIRECTORY AND CHRONICLE

FOR CHINA, JAPAN, COREA, INDO-CHINA, STRAITS SETTLEMENTS, MALAY STATES, SIAM, NETHERLANDS INDIA, BORNEO, THE PHILIPPINES, ETC.

FOR THE YEAR

1913.

OVER 1,800 PAGES 15 MAPS AND PLANS.

TO BE OBTAINED AT THE OFFICE OF THE "HONGKONG DAILY PRESS," OR MESSRS. KELLY & WALSH, LTD.

"HONGKONG DAILY PRESS" PUBLICATIONS.

| DIRECTORY AND CHRONICLE | MISSIONARY DIRECTORY |
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| OF THE FAR EAST ... \$10.00 | on paper cover 0.80 |
| Do. Do. Smaller Edition 6.00 | do. cloth 1.00 |
| CHILDREN OF THE FAR EAST; A Social and Political Novel, by C. J. Halcombe ... 3.50 | |
| THE JUBILEE OF HONGKONG, being an Historical Sketch of the Island to which it is added an Account of the Celebrations in 1911 ... 1.00 | DOG AND GUN in New Territory, from HONGKONG TO CANTON, BY THE PEARL RIVER—A Book for the Globetrotter, by Capt. G. V. Lloyd, with Maps and Illustrations, half-bound vol. bound ... 7.00 |
| THE HONGKONG TYPHOON, Sept. 18th, 1911, (Illustrated Account) ... 0.50 | HONGKONG WEEKLY PRESS, fifty years ANGLICAN-CHINESE CALENDAR, 1844 to 1913 ... 2.00 |
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| REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA ... 0.50 | BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail days 1883 ... 1.00 |
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| MARINE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh ... 1.00 | " " VICTORIA ... 1.00 |
| POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA ... 0.25 | " " ROWLOON ... 0.75 |
| TRADE MARK REGULATIONS IN CHINA ... 0.25 | " " PEAK ... 0.75 |
| | NEW TERRITORY ... 0.75 |
| | POWER OF ATTORNEY FORM ... 0.25 |
| | MAIL TABLES for 1913 ... 0.80 & 0.25 |

HUGO C. A. FROMM.

SLEIPNER

THE WELL-KNOWN GERMAN CIGARETTE

80 Cents

a tin of 25 pieces.

G. PRIEN,

HONGKONG HOTEL.

Hongkong, 28th April, 1913.

[44.1]

SCHWABINGER BEER.

GENUINE MUNICH BEER.

JUST TRY IT

AT THE

GRAND HOTEL'S BAR!

Hongkong, 28th April, 1913.

[44.4]



Hongkong, 28th April, 1913.

[44.9]

NOTICE POST OFFICE

The *Lockbox* is expected to arrive here to-morrow, with the London Mails (via Siberia) of Wednesday, the 9th, Friday, the 11th, and Saturday, the 12th April.

| FOR | PER | DATE |
|--|------------|--------------------------|
| Steam | China | Saturday, 3rd, 9.00 A.M. |
| Straits, Ceylon and India via Bombay | China | Saturday, 3rd, 9.00 A.M. |
| Haiphong and Pakhoi | St. King | Saturday, 3rd, Noon |
| Philippine Islands | Yuen-sang | Saturday, 3rd, 1.00 P.M. |
| Macao | Sun Tai | Saturday, 3rd, 1.15 P.M. |
| Swatow, Amoy, Shanghai and North China | Hoihow | Saturday, 3rd, 3.00 P.M. |
| Shanghai and North China | Chenon | Saturday, 3rd, 5.00 P.M. |
| (EUROPE via SIBERIA) | Kwong-sang | Saturday, 3rd, 5.00 P.M. |
| Swatow, Shanghai and North China | Yat-ching | Saturday, 3rd, 5.00 P.M. |
| Japan via Kobe | Samsen | Saturday, 3rd, 5.00 P.M. |
| Hainan | Empire | Saturday, 3rd, 5.00 P.M. |
| Shanghai, North China and Japan via Moji | Petchaburi | Saturday, 3rd, 5.00 P.M. |
| Swatow | Haiman | Sunday, 4th, 9.00 A.M. |
| Swatow, Amoy and Formosa via Taiwan | Doig Maru | Sunday, 4th, 9.00 A.M. |
| Macao | Sun Tai | Monday, 5th, 1.15 P.M. |
| Straits, Batavia, Samarang and Sourabaya | Bani Maru | Monday, 5th, 3.00 P.M. |
| Shanghai and North China | Choy-sang | Tuesday, 6th, 10.00 A.M. |
| Swatow, Amoy and Foochow | Haitan | Tuesday, 6th, 10.00 A.M. |

SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, CANADA, HONOLULU, UNITED STATES, and SOUTH AMERICA via SAN FRANCISCO (EUROPE via SIBERIA)

BAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, and EUROPE via MARSHALLS (Late Letters 11 to NOON Extra postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)

Macao
Philippine Islands
Straits and Ceylon
Swatow
Philippine Islands, Australia, Tasmania and New Zealand via Thursday Island
Japan via Nagasaki
Philippine Islands
Straits
Swatow, Amoy and Foochow
Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT, and EUROPE via BRINDISI (Late Letters 11.00 to NOON. Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) (The Parcel mail will be closed on Friday, the 9th May, at 5 p.m.)

Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT, and EUROPE via BRINDISI

Swatow, Amoy and Foochow
Philippine Islands, Australia, Tasmania and New Zealand via Brisbane

STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT, and EUROPE via BRINDISI

Swatow, Amoy and Foochow
Philippine Islands, Australia, Tasmania and New Zealand via Brisbane

STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT, and EUROPE via BRINDISI

COMMERCIAL.

CLOSING QUOTATIONS.

| | May 2nd |
|-----------------------------------|-------------|
| ON LONDON.— | |
| Telegraphic Transfer | 2-1/2 |
| Bank Bills, on demand | 2-1/2 |
| Bank Bills, at 30 days' sight | 2-1/2 |
| Bank Bills, at 4 months' sight | 2-1/2 |
| Credits, at 4 months' sight | 2-1/2 |
| Documentary Bills 4 months' sight | 2-1/2 |
| ON PARIS.— | |
| Bank Bills, on demand | 255 |
| Credits, at 4 months' sight | 258 |
| ON GERMANY.— | |
| On demand | 205 |
| ON NEW YORK.— | |
| Bank Bills, on demand | 48 1/2 |
| Credits, at 60 days' sight | 49 1/2 |
| ON BOMBAY.— | |
| Telegraphic Transfer | 149 1/2 |
| Bank, on demand | 149 1/2 |
| ON CALCUTTA.— | |
| Telegraphic Transfer | 149 1/2 |
| Bank, on demand | 149 1/2 |
| ON SHANGHAI.— | |
| Bank, at sight | 72 1/2 |
| Private, 30 days' sight | 73 1/2 |
| ON YOKOHAMA.— | |
| On demand | 93 1/2 |
| ON MANILA.— | |
| On demand | 93 1/2 |
| ON SINGAPORE.— | |
| On demand | 83 1/2 |
| ON BATAVIA.— | |
| On demand | 121 |
| ON HAIPHONG.— | |
| On demand | 11 1/2 p.m. |
| ON SAIGON.— | |
| On demand | 77 |
| ON HONGKONG.— | |
| Bank's Buying Rate | \$4.90 |
| Gold Loan, 100 days' per cent | \$51.90 |
| BAR SILVER, per oz. | \$73 1/2 |

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THE CIGARETTES OF DISTINCTION.

ALWAYS FRESH STOCKS.



SOLD EVERYWHERE.

The Egyptian Favourite

among those who have sufficient knowledge of the essentials of a perfect Egyptian Cigarette is one of other of the brands known as

Bouton Rouge
and
Felucca
EGYPTIAN CIGARETTES.

Until you have smoked them you really have not realized the perfection to which the manufacture of Egyptian Cigarettes can be brought. Their makers, Messrs. MASPERO FRERES, have now arranged for their supply by all high-class Tobacconists at the most reasonable prices.

A Luxury
to the Man of Taste

SOLE AGENTS
Messrs. American Tobacco Co. Ltd., Hong Kong.

SHARE LIST.—QUOTATIONS.

HONGKONG 2ND APRIL, 1913.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP. | CLOSING QUOTA- TIONS LAST. | RETURN ON BASIS OF LAST DIVID. |
|---|-----------------------------|----------|-------------|----------------------------------|---|
| BANKS.— | | | | | |
| Hongkong & Shanghai Bank Corporation... | 120,000 | \$125 | all | \$800, sales [L'don 281 10/-] | 5 1/2 p.c. |
| China Bank Corporation, Limited ... | 60,000 | \$12 | all | \$104, buyers | p.c. |
| China Light and Power Company, Ltd. ... | 50,000 | 45 | all | 15, sellers | |
| China Provident, Loan & Mortgage Co., Ltd. | 50,000 | 41 | all | 18 1/2, sellers | 7 1/2 p.c. |
| COTTON MILLS.— | | | | | |
| Ewo Cotton Spinning & Weaving Co., Ltd. | 20,000 | Tls. 50 | all | Tls. 135 | |
| Hongkong Cotton Spinning Co., Ltd. ... | 125,000 | \$10 | all | \$92 | |
| Dairy Farm Company, Limited ... | 40,000 | \$7 1/2 | all | \$25 | 6 p.c. |
| DOCKS AND WHARVES.— | | | | | |
| Hongkong & Whampoa Wharf & G. Co., Ltd. | 60,000 | \$50 | all | \$79, buyers | 6 p.c. |
| Hongkong & Whampoa Dock Co., Ltd. ... | 50,000 | \$50 | all | \$69, sellers | 5 p.c. |
| New Amoy Dock Co., Limited ... | 10,000 | \$6 1/2 | all | \$8, buyers | 7 1/2 p.c. |
| Shanghai Dock and Engineering Co., Ltd. | 55,700 | Tls. 100 | all | Tls. 65 | |
| Shanghai and Hongkong Wharf Co., Ltd. | 36,000 | Tls. 100 | all | Tls. 135 | |
| Green Island Cement Co., Limited ... | 400,000 | \$10 | all | \$4.90, sellers | |
| Hongkong Electric Co., Limited ... | 60,000 | \$10 | all | \$33 1/2, buyers | 5 1/2 p.c. |
| Hongkong Hotel Company, Limited ... | 12,000 | \$50 | all | \$115, buyers | 5 1/2 p.c. |
| Manila Metropolitan Hotel Limited ... | 15,000 | P. 10 | all | \$76, buyers | |
| Hongkong Ice Company, Limited ... | 6,000 | \$25 | all | \$164, buyers | 7 p.c. |
| Hongkong Rope Manufacturing Co., Ltd. | 60,000 | \$10 | all | \$21, all & buy. | 10 p.c. |
| Hongkong & South China Steam Navigation Co., Ltd. | 15,000 | \$10 | all | \$11, buyers | |
| Hongkong Steel Rolling Co., Ltd. ... | 15,000 | \$10 | all | \$10 | |
| Hongkong Tramway Co., Ltd. ... | 325,000 | 1 | all | 7 1/2, sellers | |
| INSURANCE.— | | | | | |
| Canton Insurance Office Co., Limited ... | 10,000 | \$250 | \$50 | \$310, sellers | 6 p.c. |
| China Fire Insurance Co., Limited ... | 20,000 | \$100 | \$20 | \$149, sellers | 6 1/2 p.c. |
| Hongkong Fire Insurance Co., Ltd. ... | 8,000 | \$250 | \$50 | \$356 | 7 p.c. |
| North China Insurance Co., Limited ... | 10,000 | \$15 | all | Tls. 135 | |
| Union Insurance Society, Limited ... | 12,400 | \$25 | \$10 | \$753 1/2, sales | 6 1/2 p.c. |
| Yangtze Insurance Association, Ltd. ... | 12,000 | \$14 | all | \$150, @ Ex 75 | |
| LANDS AND BUILDINGS.— | | | | | |
| Hongkong Land Invest. Agency Co., Ltd. | 10,000 | \$10 | all | \$110, buyers | 6 1/2 p.c. |
| Hongkong Land Reclamation Co., Ltd. | 25,000 | \$100 | \$75 | \$200 | |
| Hongkong Estate and Finance Co., Ltd. | 40,000 | \$10 | all | \$3.35, buyers | 6 p.c. |
| Kowloon Land and Building Co., Ltd. | 6,000 | \$10 | all | \$37, buyers | 8 p.c. |
| Shanghai Land Investment Co., Ltd. ... | 78,000 | Tls. 30 | all | Tls. 92 | |
| West Point Building Co., Limited ... | 12,500 | \$10 | all | \$62, buyers | 7 p.c. |
| Matschappij tot Mijn-, Scheep- Landbouw exploitatie in Langkat ... | 25,000 | Gds. 10 | all | Tls. 61 | |
| MINING.— | | | | | |
| Chinese Engineering and M. Co., Ltd. ... | 1,000,000 | \$1 | all | 35/- | |
| Heavwood Tin and Rubber Estate, Ltd. ... | 22,000 | \$1 | all | 4/5, sellers | |
| Ramb Australian Gold Mining Co., Ltd. | 20,000 | \$1 | all | \$3 1/2, buyers | |
| Trench Mines, Limited ... | 15,000 | \$1 | all | \$1 1/2, sellers | 7 p.c. |
| Peak Tramways Co., Limited ... | 50,000 | \$1 | all | \$1, sellers | |
| Philippine Co., Limited ... | 75,000 | \$1 | all | \$5 | |
| Palace of Paperies du Tonkin Societe des | 13,200 | \$50 | all | \$20, sellers | |
| REFINERIES.— | | | | | |
| China Sugar Refining Co., Limited ... | 20,000 | \$10 | all | \$105, buyers | 5 p.c. |
| Luzon Sugar Refining Co., Limited ... | 7,000 | \$10 | all | \$37 1/2, sales | |
| STEAMSHIP COMPANIES.— | | | | | |
| China and Manila Steamship Co., Ltd. ... | 30,000 | \$25 | all | \$8 1/2, all & buy. | |
| Douglas Steamship Co., Limited ... | 20,000 | \$50 | all | \$42, sellers | 4 1/2 p.c. |
| Hongkong, Canton & Amoy S.S. Co., Ltd. | 80,000 | \$10 | all | \$27 1/2 | 7 p.c. |
| Indo-China Steam Navigation Co., Ltd. | 50,000 pref. 60,000 ord. | \$5 | all | \$95 [L'don £817.6d.] | |
| Shell Transport & Trading Co., Ltd. ... | 2,500,000 | \$1 | all | \$112/- | |
| Star Ferry Company, Limited ... | 20,000 | \$10 | all | \$50, buyers | 4 p.c. |
| Song & China Morning Post, Limited ... | 6,000 | \$10 | all | \$22 | |
| Steam Laundry Company, Limited ... | 20,000 | \$5 | all | \$4.35 buyers | |
| STREETS AND BUILDINGS.— | | | | | |
| Campbell, Moore & Co., Limited ... | 1,200 | \$10 | all | \$25 | |
| Grand Palace & Co., Limited ... | 50,000 | \$10 | all | \$6 | |
| Powell, Wm., Limited ... | 15,000 | \$1 | all | \$93, buyers | 4 1/2 p.c. |
| Watson & Co., A. S. Limited ... | 90,000 | \$10 | all | \$8.60, buyers | |
| Weissmann, Limited ... | 3,000 | \$10 | all | \$18, buyers | |
| United Asbestos Oriental Agency, Ltd. ... | 9,900 ord. 100 fairs | \$10 | \$4 | \$300 | 8 p.c. |
| Union Waterboat Co., Limited ... | 50,000 | \$1 | all | \$17, sellers | 7 1/2 p.c. |